

Pennsylvania Railroad Medal For Heroic Service

**Development, Design
and Administration of
the Award Program**

Award Citations



George S. Cuhaj

Dedicated to my relatives who worked for the Pennsylvania Railroad at Sunnyside Yards in Long Island City, NY - my grandfather Karol Petrow, uncle Roy Wrublewski, distant uncle-brothers Peter Szelwach and John Szelwach and Peter's twin sons Frank Szelwach and Michael Szelwach. Michael would earn a Silver Star just after the Normandy landings and eventually transferred to the Morris Park Locomotive Shop of the Long Island Rail Road.

Michael DeRosa married into the family and he served during the transition from the Pennsy thru Penn Central and retired as an Amtrak passenger conductor. He often served on the New York to Harrisburg or New York to Washington D.C. runs. He worked the Robert Kennedy funeral train.

Uncle John Petrow and my father, George Cuhaj worked for the New York City Transit Authority at the 207th Street Maintenance Shop.

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Development, Design and Administration of the Award Program

In 1904 Andrew Carnegie formed the Carnegie Hero Fund Foundation to recognize heroic actions with awards of gold, silver or bronze medals which were often accompanied with a monetary award. Two years later, in 1906, the Congress of the United States instituted a Railroad Lifesaving Medal. It was designed by Adolph A. Weinman; who would go on to sculpt the eagles, the clock statuary, the statues of Alexander J. Cassatt and Samuel Rea for Pennsylvania Station in New York City. He also would design the U.S. circulating dime (Mercury design) of 1916-45 and half dollar (Walking Liberty design) of 1916-47. However it was in the aftermath of World War I, when returning troops were awarded medals by towns, counties, states and fraternal groups that a few individual railroads participated in honoring their own for service. The Lehigh & Hudson River Railroad, Pennsylvania Railroad, Southern Railway, American Car & Foundry Company, in addition to the Brotherhood of Locomotive Firemen and Engineers and the Brotherhood of Railroad Trainmen, all issued military style medal commemoratives for employees who served their country in the Great War. The P.R.R. alone distributed over 27,000 medals to their veterans; each engraved with the serviceman-employee's name.

In the fall of 1921, Henry Crossman of East Aurora, N.Y., a machinist in the Ebenezer Shop, Buffalo Division, as participant in the employee suggestion program wrote to the Pennsylvania Railroad's vice president James A. McCrea with the idea for a medal award program to recognize heroic action performed by employees in the service of the company.

The P.R.R. documents housed in the Pennsylvania State Archives include the minute book of the Board of Directors, memos from the Secretary's office (which support entries in the board minute books) and the minute book of Special Committees of the Board of Directors.

Those records show that at the vice-presidents meeting of December 28, 1921 McCrea presented the idea of a heroism medal and was asked to formulate concrete details and report back. One month later, on January 21,

1922 McCrea presented a set of guidelines and a proposed application for the award (which follow very closely those of the Carnegie Hero Fund Foundation). He also reported to railroad Vice-President William W. Atterbury costs of \$1,500.00 for the sculptor fee, die work and production of a three-inch medal and estimated costs for each medal at \$235.00 for gold, \$30.00 for silver and \$20.00 for bronze examples housed in a leather case. The naming technique to be accomplished with use of an inset die to personalize each (an idea taken from the medals of the Carnegie Hero Fund). In a memo to President Samuel Rea, Atterbury recommended only the bronze medal pricing. Rea presented the idea to the full Board of Directors for approval at the January 25, 1922 meeting; afterward, Rea sent a memo to Atterbury that the matter has been forwarded to company Secretary Lewis Neilson for presentation to the Road Committee.

On August 22, 1922 Vice-President of Personnel George L. Peck wrote to Atterbury on the status of the medal project. Atterbury then contacted Neilson, who made a notation to the memo in the board file that the request was answered in person.

The following month, on November 22, 1922 Peck sent to Atterbury a preliminary design deemed acceptable to the operating officers (after numerous changes he notes), as well as the recommendation that the medal be 2-1/2 inches in size and set into a leather presentation case with a lapel button or watch fob made of the medal's obverse design. Atterbury then sent Rea the design and suggested that a committee be formed to approve the design and then act on the applications already received. At the next



Gorham Manufacturing Co. of Providence, Rhode Island were the suppliers of the Pennsylvania Railroad's Medal of Heroic Service.



The Pennsylvania Railroad's K4s locomotive as designed in 1914, with a square oil head lamp.

board meeting on December 20, 1922, a committee consisting of Effingham B. Morris (Girard Trust Co. president) as chairman and Charles Ingersoll (lawyer, banker and railroad president) and Bayard Henry (lawyer) as members were charged with creating the rules, finalizing the design and being the selection committee to recommend awards based on the testimonials and applications submitted from time to time. The committee reported back at the March 29, 1923 meeting with rules for the award and an application process; a circular was developed for notice to employees dated July 1, 1923 outlining the rules for the Heroic Service Medal Award program above the names of Samuel Rea, President and George L. Peck, Vice-President of Personnel.

The correspondence in the file from the company secretary and amongst the committee members seems to be incomplete. There are, however, two items regarding the design development that I would like to make note of. There was some discussion on how the company name should be rendered. The formats discussed were the *Pennsylvania System* or *Pennsylvania Railroad System* so as to appear to be more encompassing. Furthermore, on May 23, 1923 Mr. Ingersoll wrote: *"I saw a design of the medal some time ago in Mr. Rea's office. I think that the death's head and the skeleton should be taken out. Which I believe were Mr. Henry's suggestion. But otherwise it seemed to me that the medal was appropriate."* That would have been an interesting design; however, no intermediate sketches with those elements exist in the archive files.

Regarding the production of the medal, there is a pair of inquiry letters from the Philadelphia medal manufacturing firm of J. E. Caldwell & Company asking about the status of the medal project. In a letter dated July 6, 1923 from Nelson to a Mr. E. T. Chase of Caldwell, Neilson informed Chase that the medal design has already been approved but he did not know of the manufacturing arrangements, and say he will pass the letter on to Peck, *"under whose jurisdiction the matter is."* Another letter from the Caldwell people follows in September 1923, again with no action noted to the benefit of the railroad or the Caldwell firm.

The only photographs in the board file are those of the artist's final plaster model with the design as used in the production of the medal. The photographs are not back stamped with a

firm's name, nor are they accompanied with a transmittal letter. There is no further communication in the board files with the Caldwell firm or for that matter with the firm who edge marked the known medals – Gorham Co. Obviously the ordering for the individual award medals was left to another department (perhaps personnel) whose records have yet to be uncovered or have since been destroyed.

The board file is silent until a memo from Peck informs Atterbury on August 22, 1923 that *"after repeatedly 'pushing' the matter, were advised in June of this year that the special Committee were willing that the announcement should be made, but that the design was not acceptable to some of the members of the Committee. The delay was due entirely to the effort to produce a design which would meet with their approval."*

The medal as designed and awarded is bronze, 2-3/4 inches (69 mm) in diameter. The obverse features the P.R.R.'s work-horse K4s locomotive developed in 1914. This 4-6-2 Pacific was used on all parts of the railroad. It is probable that the sculptor was provided a K4s builder's photo similar to that of #1737 as originally built in 1914, as it has the early style box shape oil lamp headlight (these were later changed to round electric headlights). The locomotive number used on the medal, 1922 is symbolic of the date the P.R.R. board started working on the heroic service medal project, it is not an actual number for a K4s locomotive. The obverse legend reads from 9 o'clock and over the top: PENNSYLVANIA RAILROAD, and again starting at 9 o'clock around the bottom: MEDAL FOR HEROIC SERVICE. A simple five-pointed star breaks the legend at 3 and 9 o'clock. In the field, below the 3/4 view of the steam locomotive and tender is a loose translation attributed to the Roman historian Titus Livius (59 B.C.-17 A.D.): ALL / HONOR ATTEND YOU / IN YOUR VALOUR / LIVY.

In Livy the full quote from *Ab Urbe Condita*, (Book 7, chapter 36, sentence 5) is: *"aliquantum supererat noctis iamque in tuto uidebantur esse, cum Decius 'macte uirtute' inquit, 'milites Romani, este; uestrum iter ac reditum omnia saecula laudibus ferent.'" The most commonly available translation at the time was Roberts' 1905 Everyman English translation and he decodes it as: *"A considerable portion of the night still remained and they**



The Medal for Heroic Service as awarded by the railroad from 1924 thru 1955.

were evidently now in safety. Decius addressed them: "All honour to you, brave Romans! Your march up that height and your return will be extolled in every age."

The reverse features a large keystone within a wreath of mountain laurel (flower of the Commonwealth of Pennsylvania). At the top are the words AWARDED TO [space for inset die for name] FOR HEROIC SERVICE [space for inset die for date of action] in the lower half is the P.R.R.'s corporate seal that was approved in 1847. The raised name line and the date line are created on the final medal from an additional "inset die" made with just those two elements which are then pressed into a previously struck medal. Thus only name and date line dies had to be ordered in successive years, with the host medal struck in quantity ahead of time. In the board files there are two pages of historical reference to which locomotive was depicted on the seal. As the P.R.R. did not order its first locomotive from Baldwin until 1848, the locomotive on the seal would have been from a predecessor company, and in this case it seems to be either the *Bald Eagle*, *Enterprise* or *Telegraph* which were locomotives built by the firm of Garrett and Eastwick of Philadelphia and ordered for the Columbia and Philadelphia Railroad in 1836-37. This is referenced by the company's research librarian who prepared the memo that these three locomotives appear listed as the first three locomotives on the roster of the Pennsylvania Railroad in 1846. There is also mention of a photographic reference to the *Hercules*, but that locomotive has fewer divisions to the smokestack, whereas the locomotive in the seal has three sections. Some of this background research on the development of the seal made its way into the *Information Bulletin* of March 1926 which featured the Heroic Service Medal.

The medals as struck all bear the edge mark of the Gorham Manufacturing Company of Providence, Rhode Island. Of the known medals (both named and un-named medals are known) the incuse edge marking has been observed in two varieties: The first variety is: GORHAM CO. (9 mm long) and BRONZE both

in small lettering. The second variety is GORHAM CO. (11 mm long) alone in larger letters. This probably indicates several different striking orders. No record of the original work order has been uncovered; however with a \$20 per-piece estimated price for bronze and \$1,000 available in the approved budget, it is easy to surmise that 50 were struck to cover the 1924 and 1926 award ceremonies. Specific order information in records available in the Gorham archives or the P.R.R. archives which are split between the Pennsylvania State Archives and the Hagley Museum shed no light on the early ordering process. Records do exist for three orders from the 1940s, but those medals had engraved names, not raised names formed by special inset dies. The special die process was suspended to conserve metal during World War II.

In addition to the medal, a 3/4-inch post-back lapel pin of the obverse medal design was made and set into the inside cover of the custom leather and velvet presentation case. Cases are known plain or with a gilt hot-stamped inset ribbon bearing the full name of the manufacturer in three lines: BLACK, STARR & FROST / -GORHAM INC. / NEW YORK set on a diagonal into the corner of the inside case cover.

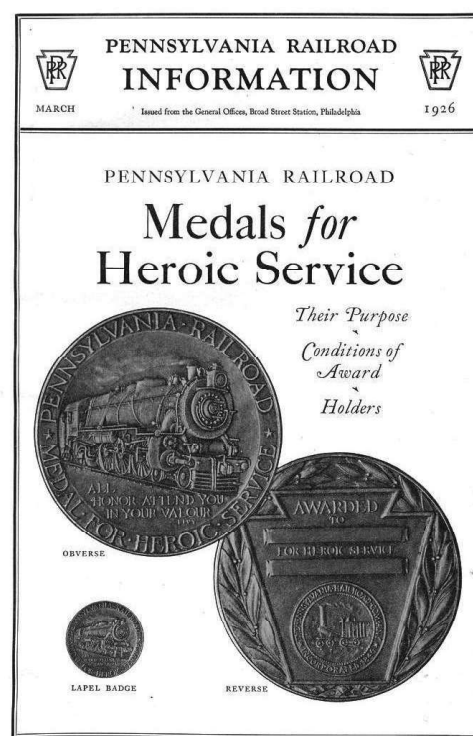
As of 2018, eight named medals are known: two are with relatives of the awardee, five in private collections and one in the collection of the Railroad Museum of Pennsylvania. In addition a named LIRR prototype is in a private collection and one named medal for which the name or action date is not listed in the official rolls. Finally, six unawarded (unnamed) medals are known. One of the unnamed medals has a red-ink 598 painted on the edge, which may be a private collection reference number or a Gorham archive number. The medal in the collection of the American Numismatic Society (ANS), New York City has an assigned accession number 0000.999.45735, signifying an acquisition of unknown date and provenance. During the 1920s the ANS often requested recently produced medals for their collection and is very likely that their unnamed example was acquired soon after the *Information Bulletin* article was published.

The process for the committee's approval of awards was documented in the board files with a series of back and forth letters between P.R.R. Secretary Neilson and Committee Chairman Morris. Nielson first created a digest of the heroic actions from the award applications that were received by the personal department from regional vice-presidents. He then circulated those to each of the three committee members by mail and a committee meeting would be called (often at Morris's Philadelphia office) a few days later. The first meeting of the special committee on Heroic Service Medals was held on November 7, 1923, during which the committee approved twenty-seven award applications. One week later the applications were additionally approved by the full board at the meeting of November 16, 1923. The board file also contained memos that document that the medals were ordered soon thereafter and were on hand by May 13, 1924. The awardees were then notified by letter and expected to be in attendance at the next board meeting at the executive offices of the railroad at Philadelphia's Broad Street Terminal on May 28, 1924, when President Samuel Rea made the first presentation to the employees or their next-of-kin in the presence of the regional vice-presidents. The award applications were handled in confidence so as not to disappoint or embarrass an employee, thus the invitation for attendance at the board meeting was the recipients' first notice of selection for the honor. During this time Neilson also sent a copy of the award citations to the Carnegie Hero Fund Commission and in several instances that group awarded one of their medals to the employee for the same incident.

On December 9, 1925 the committee sent to the board for

approval a group of twenty-four award nominations. This second award ceremony was held by President William W. Atterbury at the board meeting of February 10, 1926. There is a special issue of the *Information Bulletin* of March 1926, detailing citations from the first two award presentations, including a photograph of each group taken after each presentation.

After the 1926 ceremony, Atterbury suggested that the board recognize employees in a more timely manner. Thus the committee began to send up to the board for approval smaller



The 1924 and 1926 award ceremonies are highlighted in this special issue of the *Information Bulletin*.

groups of names for consideration. This can be seen in the notices that appear in the P.R.R. Annual Reports for the years 1926 thru 1944. From those reports additional awards are noted as follows: eight in 1926, thirteen in 1927, six in 1928, eight in 1929, four in 1930, five in 1931, one in 1934, two in 1935, two in 1936, one in 1938, two in 1940, one in 1941 and two in 1943. The notice in the annual reports often do not match the actual presentation dates in each year as there was often some lag time in sending documentation from the regional vice-presidents to the vice-president of personnel and finally with the award committee sending it up to the board for approval.

On October 26, 1926, Mr. Edgar C. Felton (President, Pennsylvania Steel Company) was



The board room at Philadelphia's Broad Street Station was the scene of medal presentations.

appointed to the special awards committee to fill the vacancy left by the death of Mr. Bayard Henry. In April 1929, Atterbury made a change in the format for presenting the medals during the board meetings and requested that the regional vice-presidents read the citations and that he as president would present the medals. This format continued thru to the end of the program.

To move the committee along, the company secretary often would prod Morris into holding a committee meeting. However, there are also memos sent to H. A. Enochs, Chief of Personnel as to when medals were returned from the manufacturer and ready to be awarded. Therefore several offices within the company - those of the Secretary, Operations, and Personnel - seem to have had a hand in the medal program process. The board files at the State Archives in Harrisburg include approved applications, copies of committee memos and citation abstracts. The Hagley Museum records include two folders comprising post-1940 applications, citation abstracts, press releases and published newspaper clippings. In neither archive are there applications which were considered but not approved.

Once the first two presentations were made in 1924 and 1926, there was a general decline of award committee activity, with anywhere from thirteen to just one medal being awarded in successive years, with no awards being made in other years. The committee membership remains constant until September 27, 1934, when Mr. Thomas S. Gates (President, University of Pennsylvania) replaced Mr. Charles Ingersoll on the committee. In June 1935, a new poster on the medal program was printed and distributed which increased award nominations. The committee has a rapid changover of members starting in early 1937. On April 24, 1937, Mr. Percival Roberts, Jr. (Steel Manufacturer) was appointed to the committee; Felton was made chairman, replacing Morris. In October 1937, Roberts was made chairman, and Mr. John E. Zimmerman (Public Utility executive) appointed to the committee replacing Felton. In June 1939, Roberts resigns, Gates was made chairman and Mr. C. Jared Ingersoll (Muskogee Company, President) was appointed. The

final entry in the special committee minute book was for January 1944, when Mr. Robert T. McCraten (Lawyer) was appointed, joining Chairman Gates and C. J. Ingersoll.

There are no further entries in the special minute book of the committee for awards after 1944. However, several mentions of heroic action during the 1950s were highlighted in the employee magazine *The Pennsy*. In the 1960s the employee magazine continues to highlight heroic actions but those articles note that the employee is awarded the Carnegie Hero Fund medal. The last documented award for the Heroic Service Medal is 1954 at which time it was the 114th medal to be presented.

The Pennsylvania Railroad Company

January 21, 1935.

TO ALL OFFICERS AND EMPLOYEES:

In 1923 the Pennsylvania Railroad established **MEDALS FOR HEROIC SERVICE** to be awarded to employees, in recognition of unusual acts of valor and heroism beyond the regular line of duty. Since that time 97 of these Medals have been presented by the Board of Directors to employees in every department of the service in recognition of a wide variety of such heroic acts.

In order to remind all concerned of the Company's desire to be informed about such deeds of valor and to quicken the interest of employees in reporting to their superior officers for proper recognition, instances which come to their attention, the announcement of July 1, 1923, is reprinted below.

TO ALL OFFICERS AND EMPLOYEES:

The lives of millions of people and property of untold value are yearly entrusted to the care of the Pennsylvania Railroad Company.

Notwithstanding the perfection of mechanical safeguards, the nature of railroading itself is such that opportunities to protect life, limb and property occur in the ordinary course of a day's work, and Pennsylvania Railroad men have never been found wanting in the performance of their duties in this respect.

The record of the Pennsylvania Railroad in protecting the lives and property of its passengers, shippers and employees is an achievement of which the management is justly proud. It is a tribute to the real and fidelity of Pennsylvania employees.

It sometimes happens that, coincident with the discharge of duty, one may be called upon to perform a service in the protection of life or property at the risk of his own personal safety, or even of his life. Such service the Company proposes to recognize by the award of a

MEDAL FOR HEROIC SERVICE

to make public recognition of such acts of heroism.

This medal will be awarded to any officer or employee who performs an act of heroism, upon the property or right-of-way of the System, or in direct connection with the performance of service on behalf of the railroad, in some way not required in the performance of his regular duties.

Such heroic service shall in general be understood to be:

Saving, or attempting to save, the life of a fellow-being;

Disregard of one's own safety for the benefit of others;

The risking or losing of life in attempting to save the patrons or property of the Company under circumstances of great danger;

Preventing, or attempting to prevent, accident to persons or trains under unusual circumstances.

Medals will be awarded by the Board upon recommendation of a special committee, and the authority is retroactive to February 1, 1922.

All officers and employees are requested to report to their immediate superior any act of heroism on the part of any fellow employee which they feel might justify the award of a medal.

APPROVED:

W. W. ATTERBURY,
President.

H. A. ENOCHS,
Chief of Personnel.

The Notice to Employees on the Heroic Service Medal award program was circulated on three different dates during the first fifteen years of the program.

Prototype Medal for the Long Island Rail Road

From 1900 thru 1966, the Long Island Rail Road was a wholly owned subsidiary of the Pennsylvania Railroad. In 1928 the first act of heroism worthy of an award was sent in and approved for an employee of the LIRR, thus creating a dilemma for the P.R.R. A solution suggested to Vice-President - Personnel R.V. Massey by George le Bouillier, New York Region Vice-President. Replace the words PENNSYLVANIA RAILROAD with LONG ISLAND RAIL ROAD on the obverse and replace the P.R.R. seal on the reverse with the L.I.R.R. seal. This was suggested after Le Bouillier sent a note with an example of the medal from a display in Massey's office to the LIRR General Manager J. F. Patterson. This correspondence confirmed that Massey's office was integral to the production of the medals. There was also a forwarding letter in the medal recommendation file to Vice-President, Operation M. W. Clement. Who then sent the file to Atterbury requesting that the special committee on Heroic Service Medals act upon it.

This was indeed acted upon and the evidence in the Gorham archive at the John Hay Library at Brown University supports that there was an attempt made for legend modifications to the P.R.R. medal. A work order ticket for job M396 details that on March 1, 1929 the P.R.R. ordered through Gorham's Church Products Division office in New York that two small dies were to be made: the first with the words LONG ISLAND and the second of the L.I.R.R. corporate seal of 1834. The order details that five regular P.R.R. medals were to be struck, the words PENNSYLVANIA be removed from the obverse and replaced by a bronze striking from the new LONG ISLAND name die, and on the reverse the P.R.R. seal was to be removed and replaced by a bronze striking from the newly created L.I.R.R. seal. The cost for

the legend die, seal die and striking of five medals came to \$84.75, including the regular P.R.R. lapel buttons and cases.

All of this needed to be done fast; the first L.I.R.R. version was required in Philadelphia for the award ceremony on April 24, 1929. That medal was scheduled to go to Philip H. Gingras, a patrolman at the Lynbrook station crossing. In 1930 a second L.I.R.R. medal was presented to John Monahan, also a patrolman at Lynbrook. What is interesting to note is that Monahan's medal is photographed as part of an article in the *Long Island Railroader* of May 1953 honoring the patrolman on his retirement. That photograph clearly shows the reverse of his 1930 Heroism Medal in the box, and quite visible is the P.R.R. seal, not that of the L.I.R.R.

Thus an anomaly was created. This L.I.R.R. legend version (they only decided to change the words Long Island, and not properly make Rail Road two words), came on the market via a numismatic auction in July 2007. In conversations with the auction house and then with the consignor, it was learned that this L.I.R.R. medal (depicted below) named to Philip Gingras came from the sale of the archive collection of the Gorham Company. Thus, as this failed prototype L.I.R.R. medal has provenance to Gorham and not Gingras it is very probable that somewhere out there is a normal P.R.R. version named to Gingras (in addition to the Carnegie Hero Fund medal which he was awarded).

Thus one could easily surmise that P.R.R. executives were so displeased by the poor quality of workmanship at the replacement railroad name and seal that it was decided to award P.R.R. medals to L.I.R.R. employees, especially with the evidence that Monahan in 1930 received a regular Pennsylvania Railroad version of the Heroic Service Medal a year later.



References:

Ancestry.com listings of the 1900, 1910, 1920, 1930, 1940 United States Census records.

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Blair County Genealogical Society, Roller Hojeth Memorial Library, Hollidaysburg, Pa., Ray Beck, Librarian.

Carnegie Hero Fund Commission, Pittsburgh, Pa. website listings.

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With the assistance of:

Christopher Bear, Hagley Library.

Kurt Bell, Pennsylvania State Archives.

Douglas Domingo-Foraste, UCLB, Latin translations.

Samuel J. Hough, Owl at the Bridge LLC, Providence, RI.

Normand Pepin, P.R.R. Annual Report research.

Bradley Smith, Railroad Museum of Pennsylvania.

Harry Waterson, project adviser.

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Heroic Service Medal

Award Citations

W. T. Anderson, 41

East St. Louis, Ill.

Date of Action: October 18, 1929
St. Louis Division, Yard Conductor

On October 18, 1929 at 4:57 P.M., Yard Conductor Anderson had completed his tour of duty and was enroute from Rose Lake to Willows on a Terminal Railroad Association switching engine, when he observed a woman standing on the westward main track, seemingly unaware of, and directly in the path of train No. 21, which was approaching at a speed of approximately seventy miles per hour. Anderson jumped off the engine, ran forward to the woman and pulled her from the track just as No. 21 passed. Had Anderson not acted promptly, the woman would certainly have been struck by train No. 21.

Medal presented at the board meeting of February 26, 1930.

Marvin L. Atkinson, 30

Delair, N.J.

Date of Action: November 4, 1924
Camden Terminal Division, Agent at Delair, NJ

Mr. Atkinson prevented a woman from driving a horse and wagon on the tracks at Delair, N.J. on November 4, 1924, in front of an approaching train. While Mr. Atkinson was crossing the tracks to meet a train, he saw a woman driving a horse and wagon towards the tracks unmindful of the signal lighting system which indicated a train was approaching. Realizing that she would not have enough time to cross, Mr. Atkinson ran down the tracks, jumped in front of the horse as it was about to start over the tracks and stopped it about three feet from the train. Witnesses report that Mr. Atkinson placed his own life in jeopardy to prevent the woman from being injured.

Medal presented at the board meeting of February 10, 1926.

Jaspere Baratta, 34

Chicago, Ill.

Date of Action: January 22, 1923
Chicago Terminal Division, Baggage man

Mr. Baratta rescued two young women at South Chicago Station on January 22, 1923. Mr. Baratta noticed two young women in the act of climbing over the inter-track fence between the platforms, when a westbound passenger train was approaching the station. He rushed to the aid of the young women, pulling one off the fence and pushing the other, who had succeeded in getting over the fence, to a point of safety, just in time to prevent a fatal accident.

Medal presented at the board meeting of May 28, 1924.

Joseph Bastow, 39

Verona, Pa.

Date of Action: March 29, 1923
Conemaugh Division, Engineman

Mr. Bastow tried to save property of the Company from damage by fire at Braeburn, Pa. (North of New Kensington, along the Allegheny River) on March 29, 1923. Mr. Bastow had charge of an engine along with fireman Betters (below citation). The engine was on a siding, at 6:30 A.M., March 29, 1923, and ordered to a burning tool house about 500 feet south to attempt to extinguish the fire by using fire fighting apparatus on the engine, by playing upon it with the squirt hose of the engine. During this process, a drum of gasoline stored in the basement of the tool-house exploded, setting fire to the hostler's shanty and signal tower. His attempt to save the property of the company was made under conditions of great danger.

Medal presented at the board meeting of May 28, 1924.

William Betters, 25

Pittsburgh, Pa.

Date of Action: March 29, 1923
Conemaugh Division, Fireman

Mr. Betters died following an attempt to save property of the Company from damage by fire at Braeburn, Pa. Betters was Fireman with Joseph Bastow (previous citation) and on his engine, on a siding, at 6:30 A.M., March 29, 1923, about 500 feet north of a tool house, which he noticed was on fire. He was ordered by Assistant Road Foreman of Engines to cut off his train and have the engine run to the scene of the fire and attempt to extinguish the fire by using the fire fighting apparatus on the engine. He went to the second story platform of a signal tower and threw water, which he had taken from the tank of his engine, upon the fire. A drum of gasoline, which was stored in the basement of the tool house, exploded, setting fire to the Engine hostler's shanty, and to the signal tower. Betters, who by this time was on the ground between the tool house and the tower, had his clothes set afire and was badly burned. He died in the hospital at New Kensington two days later as a result of his injuries.

The medal was presented to his father privately.

C. R. Blank, 23

Philadelphia, Pa.

Date of Action: June 10, 1923
Philadelphia Terminal Division, Brakeman

Mr. Blank risked his life in saving property of the railroad company, as well as the United States mail, during the fire which destroyed the Broad Street Station train shed, June 10, 1923. Although off-duty, he remained in Broad Street Station. During

the fire, he worked his way along the tracks at the end of the train shed and assisted in backing a train out to the west end of the shed, where the engineman, who had left the engine, boarded it, and relieved him. After getting this engine to a point of safety, he and C. R. Jenkins, also a Brakeman, Philadelphia Terminal Division, worked their way back to the east end of the train shed, Track No. 1, and boarded a locomotive which had been left by its crew on account of the dense smoke, and to which was attached a mail car, and successfully backed it out of the train shed. Blank and Jenkins went back into the station a third time, in an endeavor to back out an engine attached to a Maryland Division train, but were prevented from doing so by the flames. They then went to Filbert Street and made an effort to go up a ladder so as to reach the engine, but were prevented from doing so by the City Fire Chief. Had it not been for his meritorious service this equipment would have been badly damaged.

Medal presented at the board meeting of May 28, 1924.

George R. Brobeck, 24

Columbus, Ohio

Date of Action: September 17, 1923

Columbus Division, Piece Work Inspector

Mr. Brobeck knocked a wire of high voltage from the hand of Lee Matthews, an electrician, on September 17, 1923, and thus saved the latter's life. Mr. Brobeck and Mr. Matthews had gone to the Hocking Valley repair shop at Columbus, following an accident whereby a cut of twelve cars which was being set off on the Hocking Valley delivery track, ran off the end of the track and into the repair shop. A number of live wires had been broken, two of which were lying in a frequently used path. Mr. Matthews picked up the wires and dragged them to a telephone pole nearby. In trying to loop the wires around the pole his hand came in contact with a bare spot and he was drawn up rigid against the pole. Mr. Matthews' groans attracted Mr. Brobeck's attention and the latter secured a club and knocked the wires from Mr. Matthews hand. Mr. Matthews fell to the ground unconscious. Mr. Brobeck was able to revive Mr. Matthews by artificial respiration before the latter was removed to a hospital. Mr. Matthews suffered severe burns on the right hand and both feet.

Medal presented at the board meeting of February 10, 1926.

Francis G. Buoymaster, 24

Altoona, Pa.

Date of Action: June 5, 1930

Altoona Shops, Pipe fitter

Mr. Buoymaster joined the company service in late December 1924 at the age of 18 as a laborer in the Altoona Works. In March 1926 he was transferred to the Juniata shop and in November he was furloughed. He rejoined the Altoona Works as a laborer in 1929, and then was trained as a pipe fitter's helper, and served as either a machinist helper or full-fledged pipe fitter until his retirement on December 31, 1954.

The named medal exists, however Buoymaster's application does not appear in the board files of approved awards nor in the Board Minute Books where the prepared citations for presentations of the Heroic Service Medal are entered.

Charles F. Burr, 29

Alliance, Ohio

Date of Action: June 8, 1921

Carnegie Hero Fund Medal also.

Cleveland & Pittsburgh Division, Yard Clerk

Mr. Burr saved a lady crossing the tracks. On the evening of June 8, 1921, while on duty, Burr was standing near the tracks a short distance from the crossing at Alliance, Ohio, when he noticed a black woman standing on the eastbound passenger track watching a westbound freight train, apparently waiting for it to pass so she could cross, totally unaware of an approaching train on the eastbound track where she was standing. After shouting to her, which had no effect, Burr realized that she would be struck by the train. Rushing to the crossing just ahead of the *Broadway Limited* (which was traveling at between fifteen and twenty miles per hour), Burr jumped across the track, seized her in his arms and carried her to safety. In doing so he was struck a glancing blow by the pilot beam of the engine, which he overcame within a few days.

Medal presented at the board meeting of May 28, 1924.

Lester C. Bush, 26

Jersey City, N.J.

Date of Action: May 1, 1925

New York Division,

Tug *Wilmington*, Deckhand

On 1st May, 1925, at 9:45 A.M. Thomas P. Reilly was sealing cars on a float at the Greenville Pier. He lost his balance and fell into the water. Bush noticed that Reilly could not swim and jumped into the water and succeeded in keeping him afloat until a life-line was thrown them. There was an additional menace in that both men were in considerable danger of being squeezed between the float and the rack, or sucked under the float by the tide.

Medal presented at the board meeting of February 10, 1926.

Robert Bush, 26

Jersey City, N.J.

Date of Action: August 16, 1923

New York Division, Tug Deckhand

Mr. Bush saved a man from drowning at Greenville Pier on August 16, 1923. Mr. Bush, who was working on a P.R.R. tug boat in New York Harbor, noticed a laborer fall overboard from a barge which his tug was pulling from the coal dock. Seeing that the man could not swim, Mr. Bush immediately jumped overboard and got a hold of him just as he sank. With the assistance of those nearby, Bush managed to get the man out of the water. There was no time to disrobe, but, as Mr. Bush is an expert swimmer, he was able to effect the rescue and then swim to the coal dock, where he climbed out of the water without assistance.

Medal presented at the board meeting of May 28, 1924.

William J. Burns

Wequetonsing, Mich.

Date of Action: September 8, 1924

Mackinaw Division, Station Agent at Wequetonsing, Mich.

On September 8, 1924, at 5:35 P.M. he observed J. T. McCuen, age 90, a Colonel in the Civil War, and deaf, about to cross the tracks just west of Wequetonsing station, directly in front of a train. Burns ran to the crossing and pulled the Colonel to a point clear of the train. In doing so, he was struck, sustaining injuries to the right arm, including fractured elbow, having about twelve pieces of bone removed, and part of the small finger amputated. Burns was disabled for a period of three months. There is some doubt as to future use of his left arm.

Medal presented at the board meeting of February 10, 1926

Augustino P. Connor, 33

Parkers Landing, Pa.

Date of Action: March 7, 1922

Allegheny Division, Agent, Parker's Landing

Mr. Connor rescued three men on March 7, 1922 from the track in front of an approaching train. The men whom he saved from serious injury or death were T. J. Richards and A. Traver, of Emleto, Pa., and T. L. Blair, of Oil City, Pa. They were crossing the southbound track at Parkers Landing at 4:46 P.M. to board a train on the northbound track when a fast southbound freight train approached. These men apparently did not see or hear the freight train. Mr. Connor seized the men and pulled them off the track to the platform as the train passed.

Medal presented at the board meeting of February 10, 1926.

George D. Cope, 31

Camden, N.J.

Date of Action: April 17, 1922

Atlantic Division, Freight Brakeman

Mr. Cope saved a child from the tracks in front of a freight train. On April 27, 1922. Mr. Cope, was riding a draft of cars being shifted across Delaware Street in Paulsboro, N.J. He noticed a five-year-old girl attempting to cross the tracks in front of the train. He jumped off the car and ran ahead. At the risk of his own life, he pushed her from the tracks just ahead of the train.

Medal presented at the board meeting of May 28, 1924.

Salvatore Costanzo, 47

Canonsburg, Pa.

Date of Action: March 4, 1923

Panhandle Division, Crossing Watchman

Mr. Costanzo attempted to rescue a child who was crossing the tracks in front of a moving train on March 4, 1923. While protecting his crossing near Canonsburg, Pa., Mr. Costanzo was

standing near the westbound track and noticed a fifteen-year-old girl start to cross the tracks, unaware of the approach of an east-bound passenger train. He shouted to her but she did not hear on the account of high wind. Mr. Costanzo ran down the track about fifty feet and seized her as she stepped on the track. At that same instant the engine struck them both. Mr. Costanzo was hurled off to one side of the track, but the girl was dragged under the wheels of the engine and so badly mangled that she died within a few minutes. Mr. Costanzo suffered bruises and shock which caused him to be off duty about a month.

Medal presented at the board meeting of May 28, 1924.

Harry Washington Cribbs, 48

Kittanning, Pa.

Date of Action: December 26, 1923

Allegheny Division, Road Patrolman

Mr. Cribbs pulled Morgan Simpson, of Kittanning, from the track in front of an approaching train December 26, 1923. At 12:30 P.M., near the Reynolds Avenue crossing, Mr. Morgan Simpson was walking north on the northbound track. A freight train was approaching on the southbound track, and at the same time another train was coming on the northbound track. Mr. Simpson apparently did not realize a train was approaching on the northbound track. Patrolman Cribbs, however, saw the man's danger and ran toward him. He plunged against Mr. Simpson and they fell off the track. The cylinder of the engine brushed against the patrolman's coat.

Medal presented at the board meeting of February 10, 1926.

Alonzo Dawson, 47

Cambridge, Ohio

Date of Action: August 23, 1921

Carnegie Hero Fund Medal also.

Marietta Division, Crossing Watchman

Mr. Dawson saved Virdie Mae Mathews, 5, on August 23, 1921, from being killed by a moving train. Mr. Dawson, while protecting the Steubenville Avenue crossing at Cambridge, was standing with a stop signal to warn travellers on the highway of the approach of a train. When the train was almost at the crossing, Dawson turned and chanced to see a child standing on the track in front of an approaching train approaching at a speed of about twelve miles per hour. Realizing the impossibility of stopping the train, he rushed the fifteen feet to the child, reaching it just before the train, and succeeded in pushing her violently ahead of him as he continued to run across the track. Dawson barely cleared the locomotive but neither sustained any injury. The train had just left the Cambridge station about 600 feet away.

Medal presented at the board meeting of May 28, 1924.

Russell H. Dearr, 32

East Aurora, N.Y.

Date of Action: July 6, 1924

Buffalo Division, Ticket Clerk at East Aurora, NY

Mr. Dearr rescued a little girl, Beatrice Lewis, from the track in front of an approaching train near the station platform at East Aurora (East of Buffalo), July 6, 1924. Mr. Dearr, while standing on the platform in front of the ticket office at 12:05 P.M. he saw the child, who had wandered away from her parents, standing on the track. He immediately ran to the child, seized her in his arms, and both fell to the west side of the track. The passing engine cleared him by about four feet.

Medal presented at the board meeting of February 10, 1926.

James B. Deegan, 41

Titusville, Pa.

Date of Action: December 19, 1926

Allegheny Division, Freight Conductor

At about 11:30 A.M. on Sunday, December 19, 1926 the plant of the American Oil Works, Titusville, Pa., was discovered to be on fire. When the alarm was sounded, Frank W. Geary, Brakeman; James B. Deegan, Freight Conductor, Allegheny Division; and Fred Lintner, Engineman, New York Central Railroad, left their homes to go to the fire. They discovered five cars loaded with oil standing directly in the path of the fire. They took a New York Central engine, went through the transfer to the AOWX loading track and removed the cars and placed them on Water Street. The cars were red hot - the dope in the journal boxes and the running boards was on fire. The tanks were badly warped and seemed about ready to burst. They put the fire extinguisher on the journal boxes after pulling out the cars, and the Oil City Fire Department played water on the tanks after they were placed on Water Street.

The lives of these men were in danger because of the possibility of the still or tanks exploding and it is felt their action prevented a lot of property damage and possible loss of life.

Medal presented at the board meeting of May 27, 1927.

C. DeMooy, 25

Jersey City, N.J.

Date of Action: May 13, 1924

New York Division, Tug No. 9, Head Lineman

On May 18, 1924, at 4:20 P.M. tug No. 9 to which DeMooy was assigned, lay in the open dock at the Greenville, N.J. piers. He and the Captain, hearing a commotion, observed a floatman, Paul Green in the water. Tug No. 9 was about seventy-five feet away. Captain Miller immediately backed the tug as close to the man in the water as safety would permit, and then DeMooy dived overboard and towed Green to bridge rack No 14. In the meantime Captain Miller had landed the tug against the rack and fastened a line. The Captain then went down the line and held Green up until DeMooy fastened a line around him. Green was then raised to the tug. Later Green said that he slipped and fell into the water while lifting a fender. He was unconscious when he was placed aboard the tug.

Medal presented at the board meeting of February 10, 1926.

Edna B. Drake, 35

Cincinnati, Ohio

Date of Action: April 22, 1926

Cincinnati Division, Clerk, Pendleton Shops

Miss Edna Drake, clerk in the Pendleton shops, Cincinnati, Ohio is the only woman to be awarded the Heroic Service Medal. While on her way to work at about 7:50 A.M. on the morning of April 22, 1926, Miss Drake ascended a flight of steps from Eastern Avenue to the level of the Pennsylvania Railroad's right-of-way just west of the shop buildings in the company of Virgil O'Banion another clerk in the same department.

As they reached the top of this flight of steps Miss BDrake noticed Train No. 503 approaching from the west and also that an unknown man, who had been standing at the top of the steps, was about to cross the eastward main just ahead of the approaching passenger train, his attention apparently having been distracted by an engine on another track a short distance away and his view obstructed by escaping steam from this engine.

When Miss Drake sensed the situation she called loudly to the man "WAIT" and then took hold of his arm, pulled him from danger, this being done by her when the oncoming train was only an estimated fifty feet away and approaching at a speed of thirty to thirty-five miles per hour. It is felt that Miss Drake's action was instrumental in avoiding the man's serious injury or possible death.

Medal presented at the board meeting of December 22, 1926

Paul A. Dudek, 33

Freeport, Pa.

Date of Action: September 29, 1953

Carnegie Hero Fund Medal also.

Conemaugh Division, Freight Brakeman

Paul A. Dudek, saved Gail Ann Olinger, age 3, from being killed by a train, at Kittanning, Pa., September 29, 1953. Ms. Olinger wandered onto the railroad crossing at Reynolds Avenue, about seventy-five feet south of the station, and stood midway between the rails of No. 2 track apparently distracted by watching automobiles passing on Grant Street, which parallels the railroad on the west side. Mr. Dudek, along with other employees working at the station, was on the platform of Kittanning Station about 75 feet north of the Reynolds Avenue Crossing. They all observed the little girl standing on No. 2 track, the southbound main track and also saw southbound freight train No. OC-2 (comprised of diesel engines 8575 and 8577, with 39 loaded cars and 11 empties) about four hundred feet from the crossing approaching from the north at a speed of twenty-five miles-per-hour. When Mr. Dudek realized the grave danger of the little girl, he rushed down the tracks some one-hundred feet to the crossing, swept the child into his arms and stepped off the track barely four feet in front of the engine. The engineman of OC-2 had seen the child and immediately applied the emergency brakes and passed the crossing at eight to ten miles-per-hour, bringing his train to a stop about two hundred feet past where the child had been standing.

Mr. Dudek exhibited great courage and presence of mind in rushing instantly to the rescue of this little girl at the risk of his own life. Had he hesitated momentarily both of them would have been killed.

Medal presented at the board meeting of April 1954.

Luis Duris, 36

South Duquesne, Pa.

Date of Action: January 26, 1926

Carnegie Hero Fund Medal also.

Monongahela Division, Laborer

Luis Duris saved Edward J. Lehner from being killed by a train, Duquesne, Pennsylvania, January 26, 1926. At 4:25 P.M., Mr. Duris was helping to connect switch rods and install bond wires at the switch leading from No. 1 main track to the South Duquesne station siding. The section foreman and his gang were working a short distance west of Mr. Lehner and Mr. Duris. Passenger train No 7710, which does not stop at South Duquesne station, was approaching east on No. 1. track and the section foreman blew his whistle for all men to clear the track. The foreman saw the approaching train when it was about 250 feet from him. Everyone cleared the track except for Lehner and Duris, who was working about 18 feet east of Lehner.

Lehner has his foot caught between the switch rod and a cross tie and was unable to extricate himself. Duris, seeing this, ran down the track and catching Lehner from behind and getting hold of his leg at the knee with both arms pulled his foot loose and carried him from the track with the train less than forty feet away, falling into a ditch on some rails, just clearing the pilot of the locomotive as it passed them.

Had not Lehner been freed at the time he was, he would have been killed, and had not Mr. Duris been successful in his attempt to save Lehner, both men would have lost their lives.

Medal presented at the board meeting of December 28, 1927.

Edward J. Ewing, Sr. 51

Winamac, Ind.

Date of Action: January 30, 1930

Carnegie Hero Fund Medal also.

Logansport Division, Station Clerk

On January 30, 1931, at 2:30 P.M. Mrs. August Adam having just purchased a ticket for use on train No. 33 heard the whistle of train No. 217 which she mistook for No. 33. Leaving the waiting room, she started across the tracks to board her train. On account of her age and heavy weight she could not move quickly.

Seeing her start across the tracks, Edward J. Ewing, realizing that an express train was approaching, ran out of the office and succeeded in reaching her just in time to grasp her under the armpits and push her ahead of him and off No. 2 track. Thus preventing the train from hitting her. His coat was brushed by the pilot of the engine as it passed.

Medal presented at the board meeting of January 27, 1932.

Claremont S. Ferguson, 35

Date of Action: August 12, 1926

Columbus Division, Assistant Engine House Foreman

At 9:55 A.M. on 12th August, 1926, the foreman of St. Clair Avenue Engine House, Columbus, Ohio, and his assistant, Ferguson, had just met in front of the engine house, about two hundred feet from the turntable pit, when they noticed that an engine which had been left unattended on No. 3 ash-pit track, just passed them and was moving towards the turntable pit. They both started towards it, but the foreman had recently sprained his ankle and was unable to reach it. Ferguson succeeded in boarding the engine, but he could not stop it before it fell into the pit, on its side. He received several injuries, and it is felt that his effort to save the company's property, through he escaped more serious injury, justifies the award of the medal.

Medal presented at the board meeting of December 28, 1927.

Harry H. Fink, 57

Harrisburg, Pa.

Date of Action: May 12, 1923

Middle Division, Engineman

Mr. Fink rescued a woman from in front of his engine on May 12, 1923. Mr. Frank observed a woman walking on the track in front of his engine onto an adjoining one and into the path of oncoming freight cars, which were being shifted at Newport. Fink jumped from his engine, seized the woman, lifted her off the track and held her until the cars had passed. It developed that the lady was a deaf mute.

Medal presented at the board meeting of May 28, 1924.

Dana Finley, 31

New York, N.Y.

Date of Action: August 20, 1924

New York Harbor, New York Division, Tug *Lancaster*, Fireman

On 20th August, 1924, at 6:40 P.M. while the tug *Harrisburg*, with a float in tow was opposite Morgan Street Wharf, Jersey City, one of the deckhands noticed a man trying to climb up on the float. He lost his hold and fell back into the water. The *Lancaster* was a short distance away, and was moved by its Captain, H. J. Herbert, towards the man in the water. Finley, Fireman on the tug *Lancaster*, jumped overboard and succeeded in getting hold of the struggling man. Captain Herbert also jumped overboard to assist Finley who had been unable to do more than to keep the man's head above water. Finally Herbert and Finley succeeded in getting the man, whose name it was later discovered was John Murphy, 22, to safety at the wharf.

Medal presented at the board meeting of February 10, 1926.

Chester H. Fisher, 34

Bradford, Ohio

Date of Action: October 3, 1926

Columbus Division, Yard Brakeman

About 4:30 P.M. on 3rd October, 1926, Yard Brakeman Fisher was riding a cut of cars on a track parallel to that on which train No. 240, the *Capital Express* was passing, Fisher noticed that three or four children were playing on the track in its path. All of them left the track except a little girl, five or six years of age, who was playing alone, with her back to the approaching train, which was running at a good speed on the elevated tracks. Fisher seeing the unattentive child still on the tracks, jumped from the cut of cars on which he was riding and ran a distance of nearly 600 feet, seized the child and jumped from the track just an instant before the engine passed, feeling the rush of wind from its passing. He, with the child, rolled some distance down the embankment.

The engineman of the yard cut on which Fisher was riding witnessed the incident and stated that he did not believe at the time Fisher would reach the child in time to save its life, and expected to see both struck and perhaps fatally injured.

Medal presented at the board meeting of December 28, 1927.

John E. Flack

Terre Haute, Ind.

Date of Action: June 27, 1929

St. Louis Division, Yard Brakeman

On 27th of June 1929, as train No. 11 approached the Twenty-fifth Street crossing in Terre Haute, Indiana, three small boys, ages 11, 8 and 5, crossed over the eastbound main track opposite the switches west of Twenty-fifth Street on the freight running track, which is north of the main tracks, and west of the the crossing. At the time a cut of eight or ten cars in charge of Yard Conductor F. J. Frey and Brakeman J. E. Flack was moving westbound on the freight running track. The boys stood in the middle of the westbound track waiting for the cut to clear so as to cross over. Conductor Frey who had dropped off the cut at the crossing and Crossing Watchman Joseph Watterson observed train No. 11 approaching at a rapid rate of speed. Conductor Frey motioned to the boys to get off the track, and the two older ones did so, but the smaller one did not understand the signal and remained in the middle of the track. Flack, realizing the situation at a glance, dropped off the cars, stepped over the rail, grabbed the boy and stepped back just as the engine passed. The engineman on train No. 11 had not slackened speed for the reason that he could not observe the rescue, there being a slight curvature in the track at this point, causing the front end of the engine to turn sufficient to obstruct his view.

Medal presented at the board meeting of February 26, 1930.

Bernard J. Galbraith, 27

Bellaire, Ohio

Date of Action: July 11, 1925

Wheeling Division, Freight Brakeman

On July 11, 1925, at about 4 P.M. Miss Anna Tootic was wading in Wegee Creek, at a point about two hundred and fifty feet east of P.R.R. Bridge No. 254, when the creek makes a sharp turn. The flood the day before had washed out a hole which children were using as a swimming pool. The Tootic child was wading and stepped into a deep hole, being unable to swim, screamed, and was heard by Galbraith and others. Galbraith, who was at a point one hundred feet away, ran along the bank of the creek, dived into the pool just as the child was going down the third time. He was able to grasp her under the arms, and swam ashore, where the girl was soon revived. The child struggled considerably and inflicted scratches on Galbraith's arms. The point of rescue was approximately twenty feet from the bank, and for practically all that distance the water was more than six feet deep.

Medal presented at the board meeting of April 24, 1929.

Frank William Geary, 44

Titusville, Pa.

Date of Action: December 19, 1926

Allegheny Division, Freight Brakeman

At about 11:30 A.M. on Sunday, December 19, 1926 a fire was discovered in the plant of the American Oil Works, Titusville, Pa. When the alarm was sounded, Geary, James B. Deegan, Freight Conductor, Allegheny Division and Fred Lintner, Engineman, New York Central Railroad, left their homes and went to the fire. They discovered five cars loaded with oil standing directly in the path of the fire. They took a New York Central engine, went through the transfer to the AOWX loading track and removed the cars and placed them on Water Street. The cars were red hot, the dope in the journal boxes and running boards was on fire, and the tanks badly warped and seemed about ready to burst. They put the fire extinguisher on the journal boxes after pulling out the cars, and the Oil City Fire Department played water on the tanks after they were placed on Water Street.

The lives of these men were in danger because of the possibility of the still or tanks exploding and it is felt their action prevented a lot of property damage and possible loss of life.

Medal presented at the board meeting of May 27, 1927.

Alonzo W. Gerald, 41

Bronx, N.Y.

Date of Action: October 25, 1943

New York Division, Coach Attendant

On October 25, 1943 Train No. 76 the *Trail Blazer*, was pulling into Ft. Wayne, Ind., enroute from Chicago to Mansfield, Ohio. Guards Sells and Owens were accompanying three prisoners, two of whom were chained together. Sells was at the forward end of the car in the men's rest room with his two prisoners who he had unchained. As he was about to chain them together again, Sells was attacked by both men who knocked him down and proceeded to belabor him. One of them snatched his 32-20 Smith & Wesson revolver from his shoulder holster while the other attempted to get hold of his handcuff keys.

Just outside the rest room door a passenger shouted that the guard was being beaten. Coach Attendant Gerald, accompanied by another passenger, rushed into the room where they were confronted with the prisoner brandishing the guard's revolver. At the sight of the weapon, the passenger fled immediately, but the attendant leaped at the prisoner, seized the barrel of the pistol, knocked the man down, and took the gun away from him. He then beat off the other prisoner from the guard and completely subdued both of the men, keeping them under control until the prostrate guard regained his feet and was joined by a second guard who had been at the other end of the car.

Gerald was severely bitten on the shoulder during the struggle.

Medal presented at the board meeting of April 26, 1944.

Philip H. Gingras, 31

Bronx, N.Y.

Date of Action: September 29, 1928

Carnegie Hero Fund Medal also.

LIRR Crossing Watchman, Lynbrook

Mr. Gingras rescued Mrs. Arthur Hamilton from the track in front of an approaching train at Lynbrook, Long Island, on September 29, 1928. When Mrs. Hamilton, at about 6 P.M., who had disregarded the crossing watchman's warning, attempted to cross the tracks, she saw a train bearing down upon her at a speed of fifty miles per hour. She became confused and frightened and made no effort to step off the track. Mr. Gingras, who was about thirty feet away, ran to Mrs. Hamilton and without stopping clasped her around the waist with one arm and ran with her off the track when the train was not more than twelve feet from them. They both fell just four feet from the track as the train passed.

Medal presented at the board meeting of April 24, 1929.

Austin J. Grealis, 18

New Brunswick, N.J.

Date of Action: July 2, 1925

New York Division, 26 Exchange Place, Jersey City, N.J.

Gateman

Mr. Grealis prevented Mrs. Elizabeth Rich of Rahway from being run down by a train near the platform at 26 Exchange Place, Jersey City. Mrs. Rich who was waiting on the platform for a train July 2, 1925 at about 2:30 P.M., lost her balance while

leaning over the edge and fell onto the track. A Hudson and Manhattan train was approaching at the time and was only a short distance away. Mr. Grealis, who has previously gave the woman directions in regard to the train she wished to take, saw her fall. He immediately jumped down to the track and signaled the motorman to stop. The train was stopped only a few feet from them. At the medical examiner's office it was found that Mrs. Rich suffered a fractured leg in the fall.

Medal presented at the board meeting of February 10, 1926.

Paul W. Hargrave, 18

Merchantville, N.J.

Date of Action: September 8, 1942

Philadelphia Terminal Division, Telegraph and Signal Helper

On September 8, 1942, Paul W. Hargrave, telegraph and signal helper, came out of the signal storeroom under Philadelphia's 30th Street Station with a set of batteries to be loaded onto a truck. He observed a crowd of people collected at the bridge, ran to the river bank and saw Ferdinand Pinto's head come out of the water and disappear. Hargrave quickly removed his shoes and trousers, waded thru the mud up to his knees, until he came to the water, about ten feet from the bank. Hargrave made a total of four dives swimming along the bottom as the water was very dark, before he was able to locate the body, which was found in about six feet of water. He brought the body to shore within three minutes, and started artificial respiration for about twenty minutes, until relieved by medical personal. Pinto was removed to hospital where he died.

It was later learned that Ferdinand Pinto, a United States soldier, attempted to commit suicide. He had been a passenger on train No. 25, from New York. He walked ahead on the platform, crossed over No. 4 track ahead of the engine, walked out to the bridge over the Schuylkill River east of the station and jumped from the bridge into the river about twenty-five feet from the shore line, into about ten feet of water.

Medal presented at the board meeting of May 26, 1943.

Charles W. Harrison, 19

Terre Haute, Ind.

Date of Action: August 18, 1942

St. Louis Division, Carpenter's helper

As eastbound train No. 68, the *American*, neared Marshall, Ill, where it is not scheduled to stop, Mr. Charles Harrison, enroute to the station building, stopped on the south side of the track for No. 68 to pass. He looked eastward and saw Mrs. Hargrove, 84, standing on the track looking eastward, unaware of the train approaching from the west at about seventy-five miles per hour (105 feet per second). Harrison ran to push her from the main track, but to do this it was necessary to cross ahead of the approaching train at the risk of his own life. He reached her when the train was only about one hundred feet away, caught hold of her arm and pushed her from the track as the train came into the crossing, but they both escaped injury. The train proceeded without stopping.

Medal presented at the board meeting of May 26, 1943.



Harrison and Hargrave receive medals from Clement.

Glen V. Hartzell, 50

Cresson, Pa.

Date of Action: October 7, 1931

Pittsburgh Division, Freight Conductor

On October 7, 1931, at 3:00 P.M., Extra Freight train No. 961, with Conductor Glen Hartzell in charge, was backing westward on Sample Run Branch with seven loaded cars and cabin, at a speed of approximately twenty miles per hour. Hartzell was standing on the left side of the cabin platform along side of Brakeman W. L. Miller in the middle and Brakeman J. H. Moore on the right. As the train was rounded a curve one-quarter of a mile west of Clymer, Pa., they saw a woman running toward the track waving her hands to attract attention. Looking ahead they saw two small children on the track about four hundred feet ahead. As the train approached one child ran away but the other remained sitting on the ties between the rails. Hartzell applied the air brakes in emergency, but realized that the train was not going to stop soon enough to avoid running over the child, so he jumped off the cabin car steps, ran across the track ahead of the train, grabbed the child about the body and carried it to safety just as the train passed. The child proved to be Norman Moore, two years and three months old.

Medal presented at the board meeting of January 27, 1932.

Harry H. Hawk, 47

Pottsville, Pa.

Date of Action: September 23, 1929

Wilkes-Barre Division, Locomotive Fireman

On September 23, 1929, Mr. Hawk was the fireman on the freight train known as the *Morea Mine Run*, which got out of control of the engineman and the braking equipment at Darkwater, Pa. (near Pottsville). When it became apparent that the train was beyond the control of the crew while descending a steep grade, Mr. Hawk voluntarily left the engine and succeeded in applying the hand brakes on four or five cars of coal. Because of the increas-

ing speed, it became impossible for him to pass to other cars, and when the train was wrecked the car on which he was riding turned over, throwing the load of coal and Mr. Hawk down a high embankment, with the result that he was painfully injured and off work for two weeks. Since June 9, 1932 he had been completely disabled by nervous exhaustion due to the accident. He died on November 8, 1934.

Medal presented to his widow at Pottsville, along with a check for \$1000. The award was announced at the board meeting of November 28, 1934.

Francis E. Heckert, 32

Dauphin, Pa.

Date of Action: September 18, 1930

Williamsport Division, Crossing Watchman

On September 18, 1930, at 3:30 P.M., school children of the first grade class at Dauphin, Pa, having been dismissed from the afternoon session were standing at the Church Street Crossing, waiting for the eastbound freight train EC-6 to pass. Immediately after the passing of the rear of this train, they proceeded to cross the tracks in the face of the approaching train BF-5.

Crossing Watchman Heckert was standing in the middle of Church Street guarding the crossing for train BF-5, when he noticed the children proceeding to cross. He was about thirty-four feet from the children and called and motioned to them to remain where they were, but Ruth Hines, age 6, and another child continued to the middle of the westbound track, where, upon seeing the approaching train, they both stood overcome with fright. Heckert dropped his "STOP" sign and flag and ran to the children, picked up the Hines child who was standing with one foot inside of the rail of the westbound track, and pushed the other clear of the train, which was about ten feet away and approaching at about forty miles per hour.

Medal presented at the board meeting of January 27, 1932.

R. M. Heighley, 48

Braeburn, Pa.

Date of Action: March 29, 1923

Conemaugh Division, Assistant Road Foreman of Engines

When Mr. Heighley saw the tool-house was on fire, on March 29, 1923, he instructed an engine crew consisting of Mr. Bastow, Betters and Heidersdorf to run the engine to the scene. Mr. Heighley ran to the second story platform of a signal tower nearby, from which point he threw water on the fire. After Betters had gone to the ground, Heighley remained on the second floor platform. A drum of gasoline stored in the basement of the tool-house exploded and Heighley was blown from the tower platform and badly burned on the face and hands and otherwise injured. He was later taken to the hospital at New Kensington for treatment where he was confined for three weeks. He remained at home until May 6th.

Medal presented at the board meeting of May 28, 1924.

Charles E. Heidersdorf, 44

Pittsburgh, Pa.

Date of Action: March 29, 1923

Conemaugh Division, Conductor

Mr. Heidersdorf attempted to save property of the company from damage in the fire at Braeburn, Pa., on March 29, 1923. Mr. Heidersdorf was a member of the engine crew who along with Mr. Bastow and Mr. Betters was ordered to respond to the burning tool-house. He, with the engineman, Bastow, endeavored to extinguish the fire by playing upon it with the squirt hose of the engine. His attempt to save the property of the company was made under conditions of great danger.

Medal presented at the board meeting of May 28, 1924.

Herbert J. Herbert, 24

Jersey City, N.J.

Date of Action: March 12, 1923

New York Harbor, New York Division, Extra Tug Captain

Mr. Herbert attempted to save the life of a barge captain from drowning. On March 12, 1923, Mr. Herbert was Acting Head Lineman on P.R.R. Tug *No. 7*, when he heard cries for help, he jumped into the river and swam around in the icy water until he succeeded, in the darkness, in locating Captain Frank A. Herman, of a barge, chartered by the railroad company, who had fallen into the water in attempting to pass from one barge to another. He succeeded in keeping the drowning man's head above water until a line was thrown to him, which he placed around the victim, by which he was lifted out of the water and safely hauled aboard the tug. Herbert was subsequently pulled out. The man died from exhaustion, and Captain Herbert suffered severely from cold water and over-exertion, and was treated in the hospital until the following day.

Medal presented at the board meeting of May 28, 1924.

Second Award, age 25,

Date of Action: August 20, 1924

New York Division, Tug *Lancaster*, Captain

On August 20, 1924, at 6:40 P.M. while the P.R.R. Tug *Harrisburg*, with a float in tow was opposite Morgan Street Wharf, Jersey City, one of the deckhands noticed a man trying to climb up on the float. He lost his hold and fell back into the water. The P.R.R. Tug *Lancaster* was a short distance away, and was moved by its Captain, H. J. Herbert, towards the man in the water. Finley, Fireman on the tug *Lancaster*, jumped overboard and succeeded in getting hold of the struggling man. Captain Herbert also jumped overboard to assist Finley who had been unable to do more than to keep the man's head above water. Finally Herbert and Finley succeeded in getting the man, whose name it was later discovered was John Murphy, 22, to safety at the wharf.

Medal presented at the board meeting of February 10, 1926.

Albert George Hine, 34

Jersey City, N.J.

Date of Action: August 19, 1930

New York Division, Deckhand

On 19th August 1930, at 1:05 A.M. P.R.R. Tug *No. 5* was maneuvering with Float No. 503 on the north side of Pier 28, North River, New York, when the float came in contact with another float at the pier, causing floatman Thomas J. White, who is a very poor swimmer, to lose his balance and fall overboard. Seeing that White was unable to reach safety, Hine jumped overboard and rescued him. White was completely submerged when rescued by Hine who was very much in danger of being crushed between the tugboat and pier.

Medal presented at the board meeting of January 9, 1931.

Edward C. Hodgkiss, 41

Bloomfield, N.J.

Date of Action: May 11, 1931

Carnegie Hero Fund Medal also.

New York Division, Conductor

Edward C. Hodgkiss saved Nicholas Danchisko from being killed by train No. 124, near Stiles Street, Linden, New Jersey, May 11, 1931 at about 11:55 A.M. Nicholas, age 4, started to cross a track on which a train was approaching at a speed of fifty-five miles-per-hour, turned midway between the rails, and slowly began to retrace his steps. Hodgkiss was in charge of a ballast-cleaning work train on another track, ran at an angle across several tracks and for one-hundred-forty-five feet, passing over rough ballast, got to him. Without stopping, he grasped Nicholas from behind, lifted him, and ran off the track, stumbling as he got into the clear. He cleared the train, which did not reduce speed, by only ten feet.

Medal presented at the board meeting of January 27, 1932.

R. W. Howard, 24

Date of Action: March 8, 1926

Toledo Division, Yard Conductor

At about 11:30 A.M., March 8, 1926, engine No. 8095 with 31 cars, was backing up Solvay Yard at Detroit, Michigan. Upon reaching a point about five car lengths over Mackie Street, the train stopped while Conductor Howard lined up the switches, and then resumed with Howard on the cabin-car.

After the train had proceeded about fifty-five feet and moving at a speed of five or six miles-per-hour, Howard, riding on the cabin-car, noticed Mrs. Clara Albright, age 33, attempt to run around the rear of the train. In that attempt she slipped on some ice and fell across the first rail about twenty-five feet in front of the oncoming freight train which was backing up. Conductor Howard got off the cabin-car, ran ahead of the train and lifted her from the track in time to prevent further injury. Brakeman Gaffney, who was also riding the rear platform of the cabin, applied the air breaks from the rear end, however before the train could be stopped the cabin-car and one freight car had passed the point where the woman had fallen.

Medal presented at the board meeting of December 22, 1926.

John A. Hudack, 21

Bayonne, N.J.

Date of Action: February 1, 1923

New York Division, Deckhand

Mr. Hudack rescued a man from drowning. On the evening of February 1, 1923, while at the Greenville Pier, Hudack, employed as deckhand on a P.R.R. tug having heard cries for help, ran to the stern of his boat and saw a man in the water. He jumped in, took hold of the man, held his head above water until the tug was moved near him, when both were rescued by ladders being let down from the deck. The rescued man had been taking seal records on a car float of the Long Island Rail Road at the Greenville Pier. Both men suffered from shock and cold water, and were sent to a hospital in Jersey City. Mr. Hudack died before receiving the medal, which was accepted by his father.

Medal presented at the board meeting of May 28, 1924.

James H. Irwin, 57

Camden, N.J.

Date of Action: November 14, 1940

Philadelphia and Camden Ferry, Ferryboat Pilot

James H. Irwin rescued a woman passenger from the Delaware River on November 14, 1940. At 1:28 P.M. after the Philadelphia and Camden Ferryboat *Haddon Heights* had been moored to slip No. 5 at Camden, N.J., a passenger, Mrs. Ollie Clark, 53, of Philadelphia, unfastened a guard rope to prevent passengers from falling into the river and jumped overboard.

Captain Irwin who was in the pilot house on the upper deck of the boat, heard the cries of passengers of "WOMAN OVERBOARD". He leaped the distance of fourteen feet from the pilot house to the lower deck, and after recovering his footing, from there plunged into the river alongside of Mrs. Clark. Reaching Mrs. Clark, Irwin brought her over to the bridge and held her until both were removed from the river with the assistance of other members of the crew. Mrs. Clark, partly unconscious, was taken to Cooper Hospital, Camden, and was revived by pulmotor.

Later it developed that Mrs. Clark had attempted suicide and the attempt would doubtless have been successful, were it not for the alertness and prompt action of Captain Irwin.

Captain Irwin entered the service of the company in 1910, and during his thirty years of service has assisted in five rescues on the Delaware River, all before the 1922 inauguration of the Medal for Heroic Service. An additional rescue was made in 1927, in which his life was not endangered.

Medal presented at the board meeting of April 23, 1941.

C. R. Jenkins, 27

Gloucester, N.J.

Date of Action: June 10, 1923

Philadelphia Terminal Division, Brakeman

Mr. Jenkins remained in Broad Street Station after being relieved from duty at midnight, June 10, 1923, the night of the fire. During the fire, he worked his way along the tracks at the end of the train shed and assisted in backing a train out to the west end of the shed, where the engineman, who had left the engine, boarded it, and relieved him. After getting this engine to a point of safety, he and Mr. C. R. Blank, also a Brakeman,

Philadelphia Terminal Division, worked their way back to the east end of the train shed, No. 1 track and boarded a locomotive which had been left by its crew on account of the dense smoke, and to which was attached a mail car, backed it out of the train shed. Blank and Jenkins went back into the station a third time in an endeavor to back out an engine attached to a Maryland Division train, but were prevented from doing so by the flames. They then went to Filbert Street and made an effort to go up a ladder so as to reach the engine, but were prevented from doing so by the City Fire Chief. They saved two engines and ten cars from the burning shed.

Medal presented at the board meeting of May 28, 1924.

Herman Johnson

Brocton, N.Y.

Date of Action: October 14, 1924

Allegheny Division, Car Inspector

Mr. Johnson saved an elderly lady on the tracks from being struck by a train. On October 14, 1924, at 8:30 A.M. Johnson was standing on the station platform at Brocton, N.Y., and saw Mrs. Stena Johnson hurrying across the New York Central tracks, which adjoin the Pennsylvania tracks on the west, to board a trolley car. A southbound P.R.R. train was approaching Brocton station at a speed between twenty and twenty-five miles an hour. Johnson called to the woman to await the passing of the train. Mrs. Johnson, who is 74 years of age, and an inmate of the Old Ladies' Home in Fruesburg, N.Y., apparently did not hear him or was not aware of the approach of the train. Johnson sprang across the track in front of the pilot of the engine, caught her and threw her back, both falling to the ground. Witnesses said that the pilot of the engine came within six inches of striking Johnson. He suffered from nervous shock, but no permanent ill effects have ensued.

Medal presented at the board meeting of May 28, 1924.

David Kehoe, 27

Bristol, Pa.

Date of Action: June 8, 1927

New York Division, Crane Operator

Mr. Kehoe saved co-worker F. W. Trochkenbred on June 8, 1927 from being killed by a passing train. While working on a work-train west of the Torresdale Station, New York Division, one of the laborers in the floating gang, Mr. Trochkenbred, fell from a gondola car in the work train, on track No. 2, immediately in the path of an approaching fast freight train on No. 3, and lay with his body between the rails and his head just outside the rails, dazed from the fall. Kehoe was standing on the outside of No. 1 track, getting a drink of water. Without stopping to motion to the crew of the work train of his intention, he jumped across No. 1 track, dove under the work train on No. 2. track, and pulled Trochkenbred from No. 3 track in time to save him from certain death. The work train was moving from time to time, and Kehoe took a double risk in going under a car which might at any moment be moved.

Medal presented at the board meeting of December 28, 1927

James F. Kelty, 23

Trenton, N.J.

Date of Action: September 29, 1923

Trenton Division, Clerk, Yardmaster's Office, Coalport Yard

Mr. Kelty rescued a man from drowning on September 29, 1923, in the Delaware and Raritan Canal. Frank Seaman, an attendant in charge of a shipment of cattle, while walking across the drawbridge over the canal, was struck by a passenger train and thrown into the canal. Mr. Kelty, who saw the accident, ran to the canal, jumped in and rescued Mr. Seaman, who was unconscious. The water in the canal is said to be ten feet deep. Mr. Kelty is now a member of the City Police force of Trenton, N.J.

Medal presented at the board meeting of February 10, 1926.

Francis C. Kibbe, 38

Oil City, Pa.

Date of Action: March 27, 1931

Buffalo Division, Car Inspector

On the March 27, 1931, at 12 o'clock, noon, Kibbe was waiting at Franklin Station, Pa., for Train No. 903 when he heard a woman scream that her boy was drowning in the river. Running approximately 100 yards to the river bank, and without waiting to remove any of his clothes he plunged into the muddy, yellow water, not knowing its depth.

For just a moment before the child disappeared under the water, Kibbe saw him. Kibbe started into the stream after him and going about fifteen feet ahead, on account of the swiftness of the current, he grasped the clothing of the child, who was then under water, and brought him to the shore. The child rescued proved to be a five year old boy named Robert Vistin.

Medal presented at the board meeting of January 27, 1932.

William C. King, 45

Kittanning, Pa.

Date of Action: May 31, 1928

Allegheny Division, Road Freight Brakeman

Mr. King rescued a child playing on the tracks. On May 31, 1928, about 8:20 A.M. Brakeman William C. King, a member of the crew of the Kittanning shifter, which was switching merchandise cars in position to be placed on the warehouse track, had cut off two cars on the front end of the drag, which was being run in on the Duck Run siding. After he had set the switch for the Duck Run siding, he stepped back from the track, turned around and discovered a small child, two-year-old Helen Robinson (daughter of ticket clerk R. V. Robinson) standing on a tie close to the outside rail of the track leading to the siding, walk out onto the track. One of the cars that had been cut off had already passed King when he saw the child. Without any regard for this own safety, King immediately dashed down the track, crossed ahead of the moving cars and swept the child up in his arms and leapt clear of the track just as the head car brushed his clothes.

Medal presented at the board meeting of April 24, 1929.

Peter Kruck, 24

Pittsburgh, Pa.

Date of Action: September 3, 1923

Pittsburgh Division, Car Repairman

Mr. Kruck rescued workers from fire in a bunkhouse. While working tightening bolts on a passenger car on shop track on the night of September 3, 1922, Kruck's attention was attracted by cries of "FIRE", which he discovered to be in the building used at that point as sleeping quarters for train crews. Going upstairs he found a number of men asleep in a large room, and some of them, who had also been awakened by the cries of "FIRE" were running about in great confusion. He aroused the rest of the men, at the same time trying to light the lights, but found the switch out of order. He endeavored to find rope in the store room to aid the escape of the men who by this time were trapped by flames coming up the stairway. Finding no rope, he, as well as others, by hanging from the window sills, dropped to the ground. He found several men injured by the fall; three he carried to a place of safety. On his third attempt to give assistance, he was struck on the back by a fellow employee who had likewise jumped from one of the windows. This resulted in a broken ankle and an injured back. By this time Mr. Kruck was almost exhausted but managed to crawl on his hands and knees to a place of safety, where he was picked up and placed in a car with the injured employees and taken to a hospital.

Medal presented at the board meeting of May 28, 1924.

Isaac Kyler, 41

Camden, N.J.

Date of Action: December 12, 1925

Philadelphia Terminal Division, Brakeman

Mr. Kyler stopped an unattended locomotive set in motion. At about 4:30 P.M. on September 12, 1925, while engine 4110 was standing on cinder siding at the 30th Street Coal Wharf, Philadelphia, an unauthorized employee tampered with the throttle, causing the engine to start. That employee immediately jumped off and the engine proceeded unnoticed, running switches Nos 25 and 33, "CY" interlocking, and thence to inward track, and gained considerable momentum by the time it was crossing the Schuylkill River Bridge.

Brakeman Isaac Kyler, who was standing on south track of the bridge, noticed that there was no one in the cab when the locomotive approached and he immediately, at the risk of his own life, ran across the intervening tracks, jumped on the locomotive which by then was running at a speed of twenty miles an hour, and succeeded in bringing it to a stop without accident. Considering the locomotive was heading towards Broad Street Station without an engineman, and into dense passenger traffic, there is no doubt that great injury was averted.

Medal presented at the board meeting of December 22, 1926.

John Lay, 55

Ridley Park, Delaware County, Pa.

Date of Action: July 27, 1923

Maryland Division, Track Foreman

Mr. Lay removed two small children from the track in front of a moving train on July 27, 1923. Mr. Lay succeeded in removing the children, 3-1/2 and 4-1/2 years of age, from the track a few car lengths ahead of an oncoming passenger train. According to those who saw the rescue, Mr. Lay performed his act of heroism at the risk of his own safety.

Medal presented at the board meeting of May 28, 1924.

N. T. Leathers, 22

Toledo, Ohio

Date of Action: December 1, 1925

Toledo Division, Fireman

At about 7:00 P.M., on December 1, 1925, while engine 9791 was working at Gibsonburg, Ohio, Fireman N. T. Leathers observed an elderly lady, who was waiting for their cars to pass, standing on the adjacent main track apparently unaware of the approach of engine 8008 which was backing up.

Realizing the dangerous position of the lady, Fireman Leathers jumped from his engine, which was about one and one-half car lengths from the crossing, ran to the point where the lady was standing and pushed her aside, without injury to her or to himself, just as the light engine passed at a speed of about eight miles-per-hour.

Due to the darkness, the crew of the engine was unable to see the lady on the crossing and the time was too short to allow fireman Leathers to attempt to flag the engine with a lantern.

Medal presented at the board meeting of December 22, 1926.

Harold Witte Lindsay, 28

Bellaire, Ohio

Date of Action: July 16, 1928

Wheeling Division, Road Patrolman

Mr. Lindsay rescued a young child fallen onto the tracks. On July 16, 1928, about 5:00 P.M. westbound passenger train No. 931, engine 3260, arrived at the Powhatan Station. After the passengers were unloaded, the engine was run around the train. As the engine came out on the main track at the switch in front of the station, two little girls, who were standing on the opposite side of the tracks, attempted to cross to the station between the locomotive and the train.

The elder of the two was successful in reaching the platform, but the younger, five years of age, was struck by the coupler on the engine and knocked forward, falling between the platform and the rail with both legs across the rail. Patrolman Lindsay, who was standing in front of the station, rushed to the track, seized the little girl and pulled her off the track before the wheels reached her. This necessitated his stepping onto the track, thereby placing himself in imminent danger of injury or death.

Medal presented at the board meeting of April 24, 1929.

Frederick Lintner

Titusville, Pa.

Date of Action: December 19, 1926

NYCRR, Engineman

At about 11:30 A.M. on Sunday, December 19, 1926 a fire was discovered in the plant of the American Oil Works, Titusville, Pa. When the alarm was sounded, Frank W. Geary, James B. Deegan, Freight Conductor, Allegheny Division and Fred Lintner, Engineman, New York Central Railroad, left their homes and went to the fire. They discovered five cars loaded with oil standing directly in the path of the fire. They took a New York Central engine, went through the transfer to the AOWX loading track and removed the cars and placed them on Water Street. The cars were red hot, the dope in the journal boxes and running boards was on fire, and the tanks badly warped and seemed about ready to burst. They put the fire extinguisher on the journal boxes after pulling out the cars, and the Oil City Fire Department played water on the tanks after they were placed on Water Street.

The lives of these men were in danger because of the possibility of the still or tanks exploding and it is felt their action prevented a lot of property damage and possible loss of life.

Medal presented at the board meeting of May 27, 1927.

Robert James Martin, 46

Sunbury, Pa.

Date of Action: August 10, 1927

Sunbury Division, Supervisor's Clerk

At about 9:40 P.M. on August 10, 1927, Mr. Martin was standing in front of a cigar store, on Third Street, Sunbury, when he noticed a man crossing the tracks at a point between the Market Street Crossing for pedestrians and the cigar store. The man fell on the eastbound track, his body lying across the rail and apparently dazed from the fall, made no effort to get up. Martin noticed a train moving eastward on this track, about forty or fifty yards distant, and ran across the tracks and endeavored to remove the man. Another young man came to his assistance, and the two picked the man up and were about to step into the street when they saw an automobile coming east on the roadway parallel to the tracks. The driver saw them and immediately stopped his car, which allowed the two men to step off the track with the man who had fallen, the locomotive brushing Martin's clothing. Their escape from injury is considered miraculous.

Medal presented at the board meeting of December 28, 1927.

Frank J. Mashek

Baldwin, Long Island, N.Y.

November 8, 194-, *The Pennsy* magazine article.

Carnegie Hero Fund Medal only

LIRR, Hamilton Beach, Signalman

On the morning of November 8, 194-, Mashek was aboard a train arriving at Hamilton Beach. A passenger who had been waiting for the train was carrying the six-year-old child, Philip Faulkenmeyer, who he had just pulled from the third rail under the overpass across the tracks. Tearing off his overcoat, Mashek wrapped it around the small victim, placed the unconscious lad upon the ground and applied artificial respiration. Fifteen minutes later the child had been revived and was rushed by police to Rockaway Beach Hospital.

Robert A. Mason, 31

Cape Charles, Va.

Date of Action: November 3, 1934

Delaware Division: Steamer *Virginia Lee*, Oiler

On November 3, 1934, at 11:55 A.M., R. P. Richardson, Jr., eleven years of age, of Olney, Va., accompanied by his mother, met his grandmother who was a passenger on the Steamer *Virginia Lee* upon its arrival at Cape Charles. The grandmother gave the boy a claim check to retrieve a bicycle brought for him. In an attempt to ride down the automobile gangway on the new bicycle, the boy and the bike fell into the deep water between the steamer and the wharf. The boy was unable to swim.

The distance from the gangway to the water is about ten feet, and the distance from the steamer to the wharf about ten feet, and there was about eighteen feet of water depth. Robert A. Mason, working as an oiler on the steamer, witnessed the accident, and immediately worked his way under the gangway in an effort to reach the boy who was calling for help. Seeing that the boy could not be reached in this manner, Mason, still dressed in heavy overalls and jumper, leaped into the water and held the boy by the waist until a rope was thrown to them. The boy was first drawn up to the wharf, while Mr. Mason remained in the water, after which the rope was flung to Mr. Mason and he was assisted to the wharf.

The rescue was made all the more dangerous by the fact that a current was moving between the vessel and the wharf, caused by the propeller, which had just ceased turning.

Medal presented at the board meeting of November 4, 1935.

Glenn L. McComas, 24

Lima, Ohio

Date of Action: April 27, 1952

Carnegie Hero Fund Medal also.

Ft. Wayne Division, Baggage man

On the morning of April 27, 1952, McComas was working on the Lima, Ohio, station platform. He observed 3 year old Tommy Schoonover on the tracks near the Pine Street crossing when at 10:20 A.M. the westbound *Admiral*, the New York-Chicago express, was about a half mile distant and approaching

at a speed of forty miles-per-hour. The boy was playing and stumbling on the track after straying from his grandmother's home nearby and, small as he was, could not have been noticed by the engineman in time to save him.

Aware of the danger to the child and heedless of his own safety, the six-foot-two-inch tall McComas sprinted a distance of two city blocks along the track, ascended the track-bed to just outside the rail, and overtook Thomas when the train was one-hundred feet from them. Grasping Thomas at the waist, McComas still at a full run turned and carried him six feet from the track, barely clearing the train, which passed them at a speed of twenty-five miles-per-hour and was only able to stop 1,500 feet beyond the point of rescue. McComas was winded and fatigued.

Medal presented at the board meeting of October 16, 1952.

Thomas Arthur McIntyre, 39

Date of Action: February 25, 1926,

Renovo Division, Telegraph Operator

At about 3:45 P.M. on February 25, 1926, McIntyre heard the cries of some boys who were at a point along the Elk Creek about fifty feet east of the Broad Street Bridge at Ridgway, Pa. One boy, James DeParrio, was struggling in the icy waters of the creek, having attempted to cross on the ice instead of using the Depot Street bridge.

There was an ice jam above the bridge and the water had receded, weakening the ice to such an extent that the boy's weight broke it and he went through, going down stream under the ice to a point a short distance above Broad Street Station, or nearly five hundred feet. McIntyre dropped over a twenty foot wall which skirts the creek at this point, into about three feet of water, and on the second attempt succeeded in getting a hold on the boy, who was apparently dead, out of the ice and hoisted him up the wall by means of a rope which was nearby. Those on shore were able to revive him with first aid treatment. At the same time, McIntyre was able to scramble out and over the wall, which was made possible by the presence of a barrel on the ice.

Just a minute passed once McIntyre left the ice, that the ice jam went out. Had he and the boy been in the water at that time undoubtedly both would have been crushed or drowned.

Medal presented at the board meeting of December 22, 1926.

Grover Cleveland McLaughlin, 38

Oil City, Pa.

Date of Action: September 11, 1923

Allegheny Division, Extra Freight Conductor

Mr. McLaughlin rescued a girl, May River, age eight, of Kittanning, Pa., from the track in front of a train at Kittanning on September 11, 1923 at 5:05 P.M. Mr. McLaughlin was standing on the platform of the cabin car of a northbound freight train which was moving through Kittanning at a speed of six miles an hour. Hearing several blasts of the whistle of the Buffalo-Pittsburgh express train No. 900, which was approaching on the southbound track, he looked around the corner of the cabin and

saw the girl standing in the middle of the southbound track, waiting for his train to pass. When the cabin car came opposite the girl, the passenger train, with brakes grinding was about seventy-five feet away. Mr. McLaughlin jumped from the cabin, seized the child, and they both rolled off the track. They barely cleared the pilot of the passenger engine. After the passenger train had passed, Mr. McLaughlin ran up the track and caught his moving train, and the little girl ran to her mother, who was sitting on the porch of her home nearby. The engineer on the passenger train said later that when he saw the child on the track he threw on the emergency brakes and pulled the whistle frantically, but realized that it was impossible to stop the train before reaching the girl.

Medal presented at the board meeting of February 10, 1926.

Joseph McMahon, 37

Pitman, N.J.

Date of Action: May 19, 1927

Atlantic Division, Crossing Watchman

At 4:25 P.M. on May 19, 1927, McMahon had lowered the gates at the Broadway crossing, Pitman, N.J., for a southbound local train which had just left Pitman station. The train was approaching at fifteen to eighteen miles-per-hour, when he noticed north of the crossing, one John Farrell, 79 years of age, and possibly under the influence of liquor, either go under or around the gate on the east side of the tracks, and with his head averted, walk directly into the path of the approaching train and stop as though confused. McMahon, who was standing on the northbound track, ran over the crossing, seized Farrell and pushed him to safety in spite of his resistance, both men clearing the train by but a few inches. The train was slowed down to perhaps five miles-per-hour, but for this both men would probably have been seriously injured or killed.

Medal presented at the board meeting of December 28, 1927.

Delbert Dallas Minnick, 58

Richmond, Ind.

Date of Action: February 13, 1937

Columbus Division, Yard Brakeman

Minnick, who was a member of the passenger shifting crew, was walking along the Richmond, Ind., passenger station platform at 3:40 P.M., on February 13, 1927, when he noticed an elderly man step around the rear of westbound passenger train No. 207 which was standing at the station and on the adjacent track in front of an eastbound train, No. 216, which was just entering the station and was still running at a speed of about twenty miles-per-hour.

The elderly man paid no attention to shouts of warning from bystanders and continued across the tracks. Yard Brakeman Minnick, who was about twenty feet away on another platform, leaped across the intervening westbound track and threw himself and the aged pedestrian who was between the rails clear of the track on which the approaching train was running. They both tumbled to the ground clear of the track just as the engine passed. Neither suffered any injury. The heroic action was witnessed by a number of passengers and several railroad employees.

Medal presented at the board meeting of June 23, 1937.



Delbert Minnick and PRR President Martin Clement

John Thomas Monahan, 44

Babylon, N.Y.

Date of Action: July 9, 1929

LIRR, Lynbrook, Crossing Watchman

On July 9, 1929, while Monahan was holding back two girls who were coming off the west platform of Lynbrook Station, Mrs. Kate Miller, evaded him, walked directly into the path of Long Island Rail Road train No. 824. The motorman of the train, upon seeing her, immediately applied the emergency brake and blew the alarm whistle. This attracted Monahan's attention and he sprang to her assistance, hurling the woman and himself off the track as the train reached the crossing, thus averting serious injury.

Medal presented at the board meeting of February 26, 1930.

G. L. Morris, 28

Wilmington, Del.

Date of Action: May 11, 1927

Maryland Division, Yard Fireman

About 7:15 P.M. on May 11, 1927, a boy five years old went under the safety gate, which was down, at the 4th Street Crossing, Wilmington, and stood on the track on which Maryland Division shifting engine 5059 with six cars was backing toward the crossing. Working in the 3rd Street Yard, Fireman Morris saw the boy on the track, called to the engineman. Morris jumped off the engine and ran ahead and succeeded in pulling the boy from the track. However at that instant, the engine tank struck Morris and knocked them both against a wall, but without injury to either of them.

Medal presented at the board meeting of December 28, 1927.

Edward J. Mulvihill, 46

Pittsburgh, Pa.

Date of Action: February 26, 1947
Pittsburgh Division

At 4:05 AM on February 26, 1947, when westbound train No. 3 stopped at Gallitzin Pa, to detach a helping engine from the front of the train, Pullman car *Cascade Mirage*, the 13th and last car in the train became detached from the train and traveled east on No. 4 track, through the Gallitzin tunnel to a point 710 feet east of mile post 245 where it derailed on the north side of the curve, resulting in the death of a Pullman porter, and injured Mulvihill and twelve passengers.

When Brakeman Mulvihill first noticed that Pullman car *Cascade Mirage* in which he had been stationed had become separated from the train, it was moving slowly and he could have detrained with ease. Instead he chose to remain in the car and make every effort to stop the car and avert injury to the passengers. In so doing, he was fully aware that he faced serious injury and possible death.

As the car continued eastward he attempted to apply its emergency brake and discovered that there was no air, making the brake inoperative. Then he attempted to apply the hand brake. It was frozen and likewise inoperative. Exhausting all efforts to stop the car, which was gaining momentum, he quickly awakened all the passengers, warning them of the impending danger. He requested that they get out in the aisle and lie on the floor to minimize possible injury.

After seeing that the passengers had complied with his request and everything had been done to minimize their danger, Mulvihill again attempted to operate the hand brake, using a lighted fuse in an endeavor to thaw out the pawl on the brake ratchet. When he realized that his efforts were futile, he placed himself on the floor of the car with the passengers.

When the car derailed a side of the car and the roof were badly damaged.

Medal presented at the board meeting of February 24, 1948

David G. Murhamer, 32

Duquesne, Pa.

Date of Action: March 19, 1928
Pittsburgh Division, Yard Brakeman

On March 19, 1928, about 10:50 A.M. W. J. Stebbler, Assistant General Manager of the Conley Tank Car Company, and an employee of the same company were examining an empty tank car (which had previously been loaded with benzol) standing on No. 5 track, South Yard, 30th Street Station, Philadelphia. Mr. Stebbler, who had on a gas mask, removed the dome cap of the tank without any intention of entering the tank car. He removed the gas mask and was immediately overcome by fumes and fell into the car.

The employee of the Tank Car Company, after making an effort to assist Mr. Stebbler and failing, called for aid. Murhamer, who had some experience with gas and gas masks while in the World War, donned the mask, entered the tank and lifted Mr. Stebbler up sufficiently to be removed from the car by other railroad employees.

Medal presented at the board meeting of April 24, 1929.

J. C. Murray

Sharon Hill, Pa.

Date of Action: August 25, 1923
Maryland Division, Yard Conductor

On August 25, 1923, at Trainer, Pa. J. C. Murray succeeded in removing a small child from the track just in time to save its life. The engineer of the approaching passenger train states that he was running sixty miles-per-hour, and that he was so close to Murray when he saw the child standing on the side of the track, his belief was that a cylinder on the right side of his locomotive has struck Murray.

Medal presented at the board meeting of May 28, 1924.

Joseph A. Mustafa, 37

East Rockaway, N.Y.

Date of Action: January 19, 1935
LIRR, East Rockaway, Crossing Watchman

The Rocklyn Avenue crossing is located on the Long Beach Branch and about 250 feet west of the Centre Avenue Station. It has no gates, but has standard signs, flasher lights and bells.

On January 19, 1935, at 5:25 P.M., well after dark in mid-January, train No 856 eastbound and 859 westbound were approaching the crossing. Watchman Mustafa was standing on the south side of No 2. track in the middle of the crossing and holding a lamp. Two children were approaching the crossing from the south side and he warned them to stand back and wait until the trains had passed.

After the westbound train went by, however, one of the children, Grace Collins, age 9, stepped forward to the center of the eastbound track directly in front of the second approaching train which was very close and running about thirty-five miles-per-hour. The headlight was burning brightly, the whistle was sounded and an emergency application of the brakes was made.

The child, however, was so frightened she could not move and stood still between the rails covering her face with her hands. In this situation, when the train was not more than thirty feet distant, Mr. Mustafa snatched the child from directly in front of it. The train cleared the child and man by only a few inches. When it came to a stop the forward end of the rear car was at the point where the rescue was made. The testimony of witnesses was that only the watchman's quickness of action, and complete disregard for his own danger, prevented the child's instant death.

Medal presented at the board meeting of January 22, 1936.

J. W. Nichols, 38

Date of Action: August 2, 1929
St. Louis Division, Yard Conductor

On August 2, 1929, shortly after noon, cars were being switched in on the East Side Packing Company ice house and Carr Smith tracks, at East St. Louis, Mo. Two cars had already been switched into each track. Yard Conductor Nichols blocked the two cars on the Carr Smith track and was walking towards the ice house track when he noticed Mrs. Ora Moss, kneeling on the ground and leaning over the rail under the end of the last car,

picking up pieces of ice. The two additional cars which had been kicked in on this track and were almost ready to couple to the others on the track, Nichols knew that they would move far enough to run over the woman. Nichols ran to the woman and pulled her from the track, just as the cars struck and moved over the point where she had been kneeling.

Medal presented at the board meeting of January 9, 1931.

William James Northey, 36

Carnegie, Pa.

Date of Action: December 26, 1922

Panhandle Division, Car Inspector

Mr. Northey saved a woman who's automobile overturned onto the tracks. On the night of December 26, 1922, Northey was returning by automobile from the village of Bishop to his home in Carnegie, Pa. along the highway which parallels the railroad tracks, when near Sage, he heard cries for help, apparently coming from the tracks which at that point are below the grade of the highway. Upon investigation he found an automobile overturned lying on the tracks; a woman was pinned under the automobile, and a man was lying on the tracks a short distance away. With the assistance of the man, he endeavored to release the woman, and while so occupied, he heard a train approaching around a curve. He had an electric pocket flash, with which he ran down the track and succeeded in flagging the light engine which stopped in time. With the added assistance of the engine crew, the woman was released and the automobile moved from the track.

Northey was not on duty at the time, but it is almost certain that the woman would have been killed as well as damage to the engine had it not been for Northey's timely action.

Medal presented at the board meeting of May 28, 1924.

Edward A. Odom, 27

Brooklyn, N.Y.

Date of Action: March 16, 1956

Carnegie Hero Fund Medal only

Sunnyside Yard, Power Operator, Substation 1A

Edward A. Odom, 27, power operator, rescued Bruce J. Parthe, 16, schoolboy, from electric shock, Brooklyn, N.Y., March 16, 1956. When he slipped while walking along a snow-covered footwalk of an elevated railroad thirty feet above the street, Bruce fell and lost consciousness when his hand made contact with the electrified third rail of one of the tracks. On the street below, Odom was attracted and ran five hundred feet to the mezzanine section of the elevated's nearest exit. To save time he climbed a steel support just outside a window of the exit-way to the top of the elevated structure. He walked along a snow-covered beam two feet wide, crossing another track and its charged rail, and climbing over a guardrail four feet high. After failing to stop a train which then passed close to Bruce, Odom called to a station guard seventy feet away to have the power shut off. Proceeding along the beam over an open area between the tracks, he climbed another guardrail and then followed the slippery footwalk to Bruce. Although his hands were damp and unprotected

and his clothes were wet from the falling snow, Odom grasped the wet sleeve of Bruce's jacket six inches from the charged rail and jerked the boy's hand free. When Bruce then revived slightly and began to struggle, swinging his arms and legs, Odom held him against the footwalk for ten minutes. The power was shut off in the rail several minutes after Odom freed Bruce. Firemen arrived and carried Bruce to the station, where he was revived further. Bruce was hospitalized for three days and recovered in two months, sustaining permanent scars. Odom suffered no ill effects.

Medal presented at the board meeting of June 1957.

J. F. O'Leary, 40

Camden, N.J.

Date of Action: December 21, 1923

Camden Terminal Division, Patrolman

Mr. O'Leary jumped into the Delaware River, December 21, 1923, and rescued a man from drowning. Patrolman O'Leary, while on duty in the Camden Terminal, found a man, William Wright, asleep in the women's waiting room. The man apparently was under the influence of liquor, and refused to move. Later, while Patrolman O'Leary was trying to get him to his feet, Wright broke away, ran out the door to one of the ferry slips, and jumped over the iron gate into the river. Patrolman O'Leary, who is a large man, followed Wright, running across a ten inch plank to reach a derrick, from which he jumped to a small raft. The raft submerged, but Patrolman O'Leary seized Wright, who was apparently drowning, and dragged him out of the water.

Medal presented at the board meeting of February 10, 1926.

Samuel Edward Osman, 41

Sunbury, Pa.

Date of Action: November 18, 1928

Williamsport Division, Brakeman

On November 18, 1928, at 1:40 P.M. as the Bellefonte Branch Local, Extra 3448 east, was nearing Pardee, an object was noticed ahead on the track. At first it was thought to be a dog, which, upon closer approach of the train, was seen to be a child sitting on the end of a tie. Emergency break was applied but it was soon apparent that the train could not be stopped in time to avert an accident. Realizing this, Brakeman Osman, who was riding the engine, made his way to the pilot to attempt a rescue from that point, however, realizing that it would be difficult, he jumped from the engine which had been slowing down, ran ahead, grasped the child and cleared the track just in time to avoid being struck by the engine.

The speed of the train at the time the object was first noticed was estimated at twenty miles-per-hour; Brakeman Osman jumped from the engine at about eight miles-per-hour. The engine stopped with the front end of the tender over the spot where the child had been sitting.

Medal presented at the board meeting of February 26, 1930.

Guy Victor Parrish, 30

Gnadenhutzen, Ohio.

Date of Action: January 4, 1923
Panhandle Division, Track Laborer

Mr. Parrish rescued a woman who was crossing the track on January 4, 1923, unaware of an approaching train. Mr. Parrish was working with a track gang and saw Mrs. Marie Meyers crossing the tracks at Lock #17, Newcomersville, Ohio, with train No. 1206, running at high speed only a few feet away. He made a quick lunge for her and pulled her off the tracks as the locomotive went by. Neither was injured.

Medal presented at the board meeting of May 28, 1924.

Giuseppe Pavese, 32

Hammonton, N.J.

Date of Action: August 14, 1923
WJ & S RR, Atlantic Division, Crossing Watchman

Mr. Pavese prevented Thomas Elvins, then mayor of Hammonton, from being struck by a train at Hammonton, on August 14, 1923 at 11:29 A.M. Mr. Pavese saw Mr. Elvins, who had been standing on the east side of the crossing gates at Belview Avenue, go under the gates before they were raised after a train had left the station. He had crossed the northbound track and had almost reached the southbound track when a fast express approached the crossing. Mr. Pavese, at the risk of his own life, seized Mr. Elvins and pulled him off the track in time to prevent his being struck by the train.

Medal presented at the board meeting of February 10, 1926.

James B. Pickle, 36

St. Louis. Mo.

Date of Action: January 16, 1928
St. Louis Division, Extra Conductor

On January 16, 1928, about 8 A.M. Mrs. Myrtle Fenter and Miss Katherine O'Donnell, school teachers, attempted to cross the tracks near the Rose Lake Yard Office, it being necessary to cross the tracks on their way to school in Fairmont City, Illinois.

At the time a yard cut was moving east on the eastbound yard lead, and at the same time another yard cut was moving west on the scale track. Pickle, who was foreman of a switch crew of the train moving west, saw the women walking along the tracks, and thought they might attempt to cross as soon as the eastbound cut cleared, and thus step in front of the westbound cut. He walked over to warn them, but as soon as the eastbound cut cleared they stepped directly in front of the westbound cut before he could stop them. Miss O'Donnell succeeded in crossing the track, but Mrs. Fenter slipped and fell, and, striking the rail was stunned and became helpless. Pickle thought it would be impossible to reach her before the cars struck her, but made the attempt. He seized her and dragged her from the track and out of the line of danger. He was struck by the moving cars and knocked down before he could get away.

Medal presented at the board meeting of April 24, 1929.

Charles Pinti, 37

Steubenville, Ohio

Date of Action: June 11, 1923
Panhandle Division, Car Inspector

Mr. Pinti pushed a stalled automobile truck carrying United States Mail off the track just in front of a passenger train on June 11, 1923, saving the life of the driver and avoiding a wreck. Having just inspected a train at 2 o'clock A.M. Mr. Pinti was standing on the westbound platform at Steubenville, Ohio. A train was approaching and there was a dense fog. Mr. Pinti's attention was attracted to a mail truck, which was stalled on the eastbound mail track. The *Seaboard Express* was approaching and realizing that the driver, who was cranking the motor, did not have time to get back into his seat, Mr. Pinti ran to the truck and pushed it off the tracks, saving the driver's life and averting an accident. The engine of the *Seaboard Express*, which was running at full speed almost brushed his clothes. The crossing watchman was stationed in a tower, and therefore, could render no assistance.

Medal presented at the board meeting of May 28, 1924.

Charles H. Price, 52

Date of Action: September 6, 1926
Sunbury Division, Car Oiler

About 9 A.M. on September 6, 1925, Price was standing on the station platform at Lewistown, Pa., and noticed three little girls close to the edge of the westbound platform, at the eastern end, intently watching a passenger train that was standing at the eastbound platform, evidently not aware of the approach of a westbound train No. 13.

Observing the situation, Price ran to the children when the train was not more than one hundred feet away, placing himself between the children and the edge of the platform, gradually getting them out of the way of the train No. 13, which does not stop at Lewistown. He was so close to the train that it brushed his clothing.

Had he not acted quickly and with good judgement, as the train passed at high speed, the children would doubtless have been drawn under the train by suction.

Medal presented at the board meeting of December 28, 1927.

B. Fred Price, 40

Beaver Falls, Pa.

Date of Action: April 7, 1924
Eastern Division, Freight Brakeman

Mr. Price prevented Miss Dorothy McQuillan, of River View, Pa., from being run down by a train at Beaver Falls, April 7, 1924 at 10:30 A.M. Mr. Price was standing on the end of a car which had been spotted at the elevator door of the Beaver Falls Art Tile Company, waiting to couple it to other cars which an engine was shoving down. The young woman came out of the door and started across the siding. She had a cape drawn over her head for protection against the storm and did not see the engine and cars. When she reached the center of the tracks she became aware of her peril, and apparently was so confused that she was unable to move. Mr. Price leapt across the track, seized her in his arms and cleared the track with her as the first car passed.

Medal presented at the board meeting of February 10, 1926.

Ira Wilson Puterbaugh, 46
Xenia, Ohio
Date of Action: April 19, 1926
Cincinnati Division, Track Supervisor

On April 19, 1926, while covering his territory by motor car, Mr. Puterbaugh had taken his car off the track at the first grade crossing west of the Brookville, Ohio, station to await the passing of passenger train No. 6.

Mr. Puterbaugh noticed an elderly lady, Mrs. Mitchell, walking on the track ahead of passenger train No. 6. The crossing bell was ringing at the time and the warning signal arm was in the "STOP" position. When Mrs. Mitchell reached the center of the main track and saw the train approaching, she apparently became confused and stopped, not knowing which way to turn.

Mr. Puterbaugh, immediately sensed the dangerous situation, and without hesitancy ran to the woman, took her in his arms, and jumped off the track just as the passenger train passed. The short time allotted Mr. Puterbaugh in which to avert a fatal accident is evidenced by the fact that he was able to reach Mrs. Mitchell with only three feet to spare before the engine passed.

Medal presented at the board meeting of December 22, 1926.

William L. Rains, 27
Bohannon, Mathews County, Va.
Date of Action: November 12, 1940
Wilkes-Barre Division, Barge Fireman

William L. Rains, Barge Fireman, attempted to save from drowning William C. Sadler, Cook on an adjoining barge, November 12, 1940, in the P.R.R. harbor at Little Creek, Va.

Barge No. 617, on which Mr. Raines is employed as fireman, and barge No. 605 on which Mr. Sadler was employed as cook, were berthed together on the west side of No 3. transfer bridge. The barges were lashed together with a space of about two-and-one-half feet between them at off-shore end. In crossing from Barge No. 605 to No. 617 Mr. Sadler apparently fell into the water between them, where the water is about fifteen feet deep.

Hearing calls for help, a number of employees rushed to the point from which the calls came, and located Sadler in the water. At that time he was alive and endeavoring to keep afloat, but his efforts ceased almost immediately and when ropes were dropped to him he made no effort to catch them.

Fully dressed, Rains, who swims fairly well, without regard to the hazard of being crushed between the barges, dropped into the water between them, placed one arm around Sadler and with the other hand held on to a rope while employees pulled them to the deck of a barge. The barges in question are of steel construction, 348 feet and 316 feet in length, and 48-1/2 feet wide, respectively. If the tide or wind, which was blowing at about twenty miles-per-hour at the time, had moved either of the barges while Rains was in the water or being pulled to the deck, he undoubtedly have been crushed between them.

Unavailing artificial respiration was given Sadler, and he was pronounced dead by a physician at 7:30 P.M.

Medal presented at the board meeting of April 23, 1941.

Foster David Rose, 27
Date of Action: May 16, 1926
Pittsburgh Division, Clerk

At about 3:43 P.M., May 16, 1926, Mr. Rose saw Mrs. Samuel Thornton attempting to board train No. 608 on No. 2 track, when between No. 2 and No. 3 tracks, she noticed a freight train coming west on No. 3. track. Becoming confused, instead of going forward toward the passenger train, which had been stopped, she stepped backward across the first rail of No. 3 track, and then attempted to turn around to get out of the way of the freight train, which was rapidly approaching.

Clerk Rose, seeing that Mrs. Thornton was going to be struck by the train, dropped his mail and hastened to her assistance, pushing her clear of the engine just as it passed, both of them narrowly escaping injury or death.

Medal presented at the board meeting of December 22, 1926

Frederick Rossorile, 51
Date of Action: August 19, 1926
Eastern Division, Crossing Watchman

At 8:55 A.M. on August 19, 1926, after lowering the crossing gates at New York Avenue, Rochester, Pa., for westbound passenger train Extra 5729, on No. 1 track, the most northerly of the four tracks, and for a westbound freight train approaching on No. 2 track, Rossorile noticed one Mr. C. C. Monticue start to cross the tracks from the south side (the same side on which Rossorile was stationed), in front of the slow moving freight train, not knowing that a passenger train was approaching from the same direction on the other track.

Rossorile called to him, but he evidently did not head, and when the passenger train was within fifty feet of the crossing, seeing Monticue's perilous position, Rossorile ran towards him at full speed, grasped him and threw both Monticue and himself clear of the tracks just as the passenger train reached the crossing.

Medal presented at the board meeting of May 27, 1927.

Thomas Robert Rothhaas, 27
Indianapolis, Ind.
Date of Action: July 26, 1922
Indianapolis Division, Yard Conductor

Mr. Rothhaas rescued a woman (a deaf mute) who was walking on the track in front of an approaching train, July 26, 1922. Mr. Rothhaas was riding on the front end of a cut of freight cars at Madison, Ind., when he saw the woman walking the track with her back to the train. After every effort of the crew to attract her attention had failed, Mr. Rothhaas jumped off the car, ran ahead of the train and pulled her off the track just in time to prevent her from being run over.

Medal presented at the board meeting of May 28, 1924.

John William Saxton, 30
Fleming, Pa.
Date of Action: June 8, 1923
Tyrone Division, Operator

Mr. Saxton saved a child from in front of a moving train on June 8, 1923. While on duty on the second floor of the signal tower at Unionville, Pa, Mr. Saxton, noticed a child on the tracks in the path of an approaching train. Realizing that the approaching train was too close to respond to the stop signal, which he set, leapt from the second story window of his tower down to grade level and removed the child from the track to a point of safety within a fraction of a second before the train passed.

Medal presented at the board meeting of May 28, 1924.

Walter J. Scharf, 26
Queens, N.Y.
Date of Action: February 26, 1937
LIRR, Glen Cove. Fireman

Mr. Scharf saved a man from being struck by a train. On February 26, 1937, the 3:18 P.M. eastbound train No. 548 had stopped at Glen Street Station, Glen Cove, Long Island, with the locomotive projecting well across the Glen Street crossing. Mr. Scharf, who was seated on the left side of the engine, heard the whistle of the westbound train No. 543, which is due at about the same time, and observed Albert Wanser, alleged to have been intoxicated, standing on the westbound track. Mr. Wanser did not respond to his warning and appeared bewildered. Seeing that the only means of saving this man's life was to go to him, fireman Scharf jumped down from his locomotive, ran to the point where Mr. Wanser stood, seized him and forced him back off the track and against the crossing gate on the north side of the track, where he held him until train No. 543 had passed.

All witnesses are agreed that Fireman Scharf's action was taken at great personal risk and that he succeeded in rescuing Mr. Wanser by a narrow margin.

Medal presented at the board meeting of June 2, 1937.

John Peter Schlessman, 50
Steelton, Pa.
Date of Action: April 8, 1924
Carnegie Hero Fund Medal also.
Philadelphia Division, Crossing Watchman

John P. Schlessman died saving Rose Kautz from being killed by a train, Steelton, Pa., April 8, 1924. At 6:17 P.M. Rose, age 4, started over a railroad crossing as train No. 629, running forty-five to fifty miles-per-hour, was approaching the Francis Street crossing. Schlessman, 50, crossing watchman, who stood several feet from the track, guarding the crossing, advanced a step or two to Rose and drew her back. Rose then walked behind Schlessman, who had resumed his position guarding the crossing, and again started over the crossing. As she reached the track, Schlessman saw her, took two or three steps toward her, and with

his STOP sign pushed her back off the track to safety. The momentum however, carried Schlessman into the path of the train and he was then struck by the locomotive and killed.

Medal presented to his widow at the board meeting of February 10, 1926.

J. H. Sheaffer, 43
Alliance, Ohio
Date of Action: April 10, 1929
Eastern Division, Freight Conductor

Mr. Sheaffer saved a woman from being struck by a train. On April 10, 1929, Sheaffer was on the east platform of his cabin car as his train was backing into the yard at Alliance, Ohio, when Mrs. Mary Williams walked directly in the path of the train. While the train was moving westward at a speed of about five miles-per-hour, Conductor Sheaffer seeing the danger, dropped off the south side of the cabin car, and with one desperate lunge caught her around the waist, and with the same forward movement, partly shoved and partly carried her to safety to the north of the track just as the cabin car passed them. Mrs. Williams would certainly have been struck had it not been for Sheaffer's prompt action.

Medal presented at the board meeting of February 26, 1930.

David Ashenpelter Shelley, 42
Harrisburg, Pa.
Date of Action: June 8, 1924
Philadelphia Division, Car Inspector

On June 8, 1924, Mr. Shelley observed a woman attempting to board a Luray Cave excursion train at Harrisburg. She, among others, had left the train while stopped to change engines. In attempting to return after the train had started, she succeeded in grasping the hand rail, but was unable to pull herself up to the steps and was dragged at the side of the train for quite a distance. Shelley ran alongside of the train, and after several attempts finally succeeded in lifting her to the step platform when the train was within ten feet of a crossing frog, and doubtless would have suffered a serious injury.

To assist the woman, it was necessary for Mr. Shelley to run over the tracks where they formed the frog, and in doing this he placed his own life in jeopardy. He probably would have been injured had he stumbled.

Medal presented at the board meeting of February 10, 1926

Maurice E. Sherry, 22
Ashtabula Harbor, Ohio
Date of Action: August 6, 1923
Ashtabula Harbor, Night Yard Clerk

Mr. Sherry rescued one woman, and attempted to rescue another from drowning. On the night of August 6, 1923, at 10:40 PM, while on duty, Mr. Sherry was attracted by cries of people. Running to an open drawbridge nearby, he found that a Ford automobile, occupied by three women, had been driven through the open draw at Bridge Street. Sherry removed his shoes and jumped in the river and rescued one of the women; another was rescued by a sailor from a steamer moored at a dock nearby; the

third occupant was drowned. The river at this point is of a depth of about twenty-six feet, and its surface about fifteen feet below the level of the bridge.

Sherry was on duty at the time, but the accident was not upon the property of the company.

Medal presented at the board meeting of May 28, 1924.

Herman D. Sigal, 41

Pittsburgh, Pa.

Date of Action: February 11, 1929

Carnegie Hero Fund Medal also.

Eastern Division, Passenger Brakeman

Herman D. Sigal, brakeman, saved Marshall A. Christy, 58, lawyer, from being killed by a train, at Sewickley, Pa., February 11, 1929. On that morning, train No. 144 was standing on No. 3 track at "BA" block station, waiting for No. 54 to pass. Christy stepped from the Sewickley station platform and slipped on account of the icy condition of the ties, and fell on his back between the rails of No. 4 track on which a train was approaching at a speed of fifty miles-per-hour. Although the ties were covered with ice, Sigal jumped from the doorway of a standing baggage car on an adjacent track to a point a few inches from the rail. He grasped Christy, who was a heavy man, under the arms and pulled him into the clear and under the cars of train No. 144. Hardly a second later the locomotive of train No. 54 passed opposite them moving at unreduced speed.

Medal presented at the board meeting of February 26, 1930.

Theodore Simmons

Columbus, Ohio

Date of Action: October 10, 1923

Columbus Division, Freight Brakeman

On October 10, 1923, at 5:00 P.M. he observed an automobile on the tracks when a cut of cars was about twenty feet from the machine. The cut was moving about eight miles an hour. He ran ahead of the cars and turned the angle cock to apply the brakes. Before he could get into the clear, the automobile was struck and he was caught between it and the leading car. As a result, Mr. Simmons was badly bruised and was off duty eighteen days. The automobile was pushed about four feet before the train came to a full stop, but was only slightly damaged.

The Conductor, in the meantime, while throwing a switch, called to the occupants of the automobile and they immediately got out, without making an effort to move the machine. Simmons thought the people were still in the automobile.

Medal presented at the board meeting of February 10, 1926.

Mike Sinew, 41

Date of Action: June 29, 1930

Chicago Terminal Division, Car Inspector

On June 29, 1930, at 8:30 P.M., while performing his duties around Union Station, Chicago, Sinew's attention was called to the suspicious actions of Mrs. Josephine Anderson who was standing on the platform between tracks Nos. 10 and 12, close to

track No. 10, on which Chicago, Burlington & Quincy train No. 1 was about to start. As the train began to pull away on track No. 10, she moved directly into its path. Sinew, who was standing near track No. 16, ran across the intervening tracks and platforms, caught her around the waist and leapt with her out of the way of the train, both falling on the west side of the track, just clearing the train. While shaken up and bruised, neither Mr. Sinew nor Mrs. Anderson were severely injured. Mrs. Anderson would undoubtedly have been struck, had it not been for Sinew's prompt action.

Medal presented at the board meeting of January 9, 1931.

James P. Smith, 28

Westville Grove, Westville, N.J.

Date of Action: February 16, 1924

Carnegie Hero Fund Medal also.

Philadelphia Terminal Division, Brakeman

Mr. Smith was fatally injured on February 16, 1924, in attempting to rescue two men from the track in front of approaching cars. While backing a draft of seven cars on a private siding, Mr. Smith saw two men standing on the track in front of the leading car. Realizing that the men would be struck, Mr. Smith ran ten or twelve feet around the front end of the car and tried to pull them off the track, but both he and the trespassers were knocked down and run over. The trespassers James H. McGrail, 62, and Michael Fox, 45, were killed immediately, and one of Mr. Smith's legs was severed. This led to Mr. Smith's death a month later on March 16, 1924.

Medal presented to his widow at the board meeting of February 10, 1926.

Carl E. Stamets, 26.

Date of Action: October 18, 1929

Panhandle Division, Freight Brakeman

On October 18, 1929, at 5:30 P.M., While working as freight brakeman on the blast furnace run in Weirton Steel Company's yards, Stamets was riding on the head car of a fifteen car cut being shoved westward towards No. 24 track at Weirton, when eleven-year-old Paul Schwartin ran across the track in front of the cars, stepped into the drainage space between ties under a switch, and fell across the north rail. Either the shock of the fall or fright prevented him from getting up. When he fell, the cars were about twenty feet from the boy and moving at a rate of about five miles-per-hour. Brakeman Stamets was standing near the the center of first car of the cut when he saw the boy fall. Realizing that instant action was necessary, he jumped to the side of the track, threw himself ahead, falling to one knee and grasped the boy and dragged him from the rail. The boy lost one shoe between the rails. The car was not more than four feet from the boy when he was dragged from the rail. The train was stopped with the end of the car about thirty-five feet beyond the point where the boy had fallen.

Medal presented at the board meeting of January 9, 1931.



Stamets, Hine, Sinew, Nichols and President W.W. Atterbury

C. M. Stanley, 34

East Brady, Pa.

Date of Action: August 13, 1921

Allegheny Division, Brakeman

Mr. Stanley rescued a child from the tracks in front of a moving train on August 13, 1921.

Mr. Stanley, was standing on the rear of a freight train on a siding at Silverly Yard, Silverly, Pa. He observed a woman running excitedly from a home near the railroad some distance behind his train. He looked around and saw a child running on the track in front of the moving southbound freight train No. 6255. He jumped from the cabin car and picked up the child. At the time he was only a few feet from the pilot of the engine when he stepped off the track to safety.

Medal presented at the board meeting of May 28, 1924.

George Wilbert Steward, 46

Clayton, N.J.

Date of Action: July 10, 1925

WJ & S RR, Clayton, N.J. Telegraph Operator

Mr. Steward prevented two little boys, John A. Seifert, age 2-1/2 years and Joseph N. Mitzel, age 2, from being run over by a train at Clayton, N.J., July 10, 1925 at 10:55 A.M.

A woman passenger on the station platform called Mr. Steward's attention to the children, who were sitting on the protection board over the third rail of the southbound track. A light engine, running at a rate of thirty-five miles-per-hour, was about

sixty yards from the children. Mr. Steward signaled with his hand to the engineman to stop, but fearing his signal might not be noticed, he ran across the northbound track, reached through the inter-track fence, seized the two little boys and pulled them close against the fence. While he and the children were still clinging against the fence, a northbound electric train also went past. The motorman of the northbound train said he saw Mr. Steward signal to the southbound engine, while the latter was running along the northbound track. When Mr. Steward reached a point opposite the children, he darted across the northbound track in front of the passenger train. Several witnesses reported that Mr. Steward undoubtedly saved the children from death at the risk of his own life, and others, who had not noticed the children sitting on the protection board, asserted that Mr. Steward's actions made them believe he was attempting to commit suicide.

Medal presented at the board meeting of February 10, 1926.

Fred I. Stillwell, 29

Trenton, N.J.

Date of Action: December 29, 1927

Trenton Division, Locomotive Fireman

On December 29, 1927, about 3:40 P.M., Stillwell was at work on switch engine No. 1553, which was passing over Cass Street Crossing, Trenton, the tracks at this point paralleling the Delaware and Raritan Canal on the south bank.

Stillwell saw a commotion on the north bank of the canal, about one hundred and twenty-five feet distant, where the water, which was covered with about an inch of ice, was nine feet deep,

and the side of the canal perpendicular and planked. The official temperature, as ascertained was fifty-three degrees.

Stillwell saw a boy floundering in the water, and also a boy standing on the bank close by calling out in panic. Instantly recognizing the plight of the boy in the water, and that no other assistance was appearing, he jumped from the locomotive while in motion, and fully clothed and with his gloves on, ran across the canal bridge, and lying down on the canal bank tried to reach the boy. As he did so, the boy went under the surface, and Stillwell then jumped into the water.

By this time, two members of Stillwell's crew had reached the spot, and as he came up from under the water, one hand holding the boy's clothing, he threw up the other arm, which was grasped by Holland, a brakeman, who pulled Stillwell out of the water onto the bank, and Steyffert, another brakeman, took hold of the boy lifting him to the bank in a unconscious condition. First aid was applied to drain water from the boy's lungs which was successful. Stillwell suffered no ill effects, but it is pointed out by the employing office that he ran considerable risk in jumping into the water, coming as he did, directly from the heat of the engine. The boy rescued was George Yanne, age 7.

Medal presented at the board meeting of April 24, 1929.

Arthur Roy Swift, 36

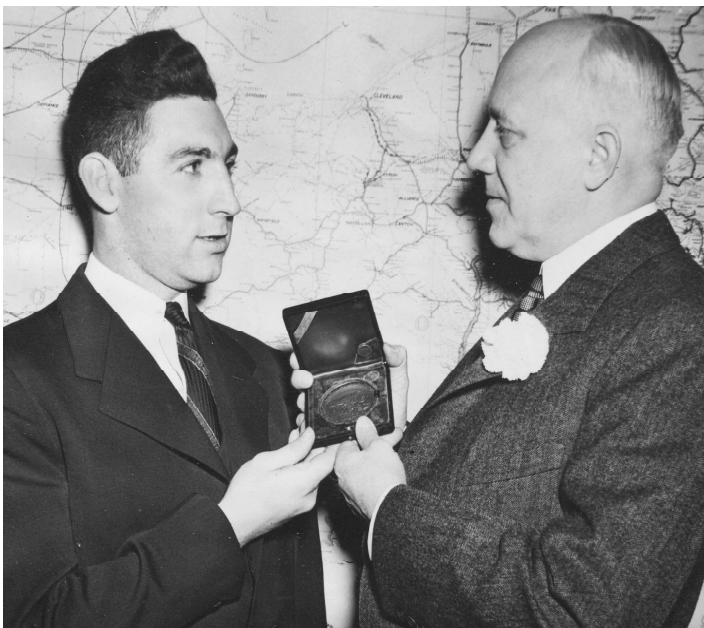
Coatesville, Ind.

Date of Action: August 21, 1924

St. Louis Division, Agent at Coatesville, Ind.

On August 21, 1924, while standing at the Main Street crossing waiting to pick up mail when discharged by the west-bound train No. 27 at 7:45 A.M. Swift observed Mrs. Josephine Weir, age 60, walking north on the west side of the crossing. Knowing that the woman was partially deaf, he realized that she was not aware of the approach of the train. He hurried to her, reaching her just in time to push her out of danger, narrowly escaping serious injury, or perhaps death. In attempting to protect

Tettermer and President M. Clement



her, Swift stumbled and fell directly in the path of the oncoming train, rolling to safety just as the engine arrived at the point where he fell.

Medal presented at the board meeting of February 10, 1926.

Ellis Carver Tettermer, 26

Morrisville, N.J.

Date of Action: May 8, 1941

Carnegie Hero Fund medal also.

New York Division, Freight Brakeman

Brakeman Ellis C. Tettermer saved the life of a small boy who rode a tricycle into the path of a locomotive at Trenton.

At 4:40 PM on May 8, 1941, Engine No. 1109, en-route to the plant of the American Bridge Company on the Bordentown Branch, New York Division, at Trenton, N.J., was backing light (engine without cars) over the Center Street crossing, with Brakeman Tettermer riding the tender to protect the movement. Mr. Tettermer saw two small boys on the street attempting to cross the tracks in front of the engine, one was walking and the other riding a tricycle. He called to them, but James Myers, the 8-year-old boy on the tricycle, continued, and apparently confused, fell off the tricycle between the rails.

Mr. Tettermer realizing that the only way to save the boy's life was to get to him at once, jumped ahead of the tender, and pushed the boy and the tricycle clear of the track against an iron fence just past the crossing. Tettermer, due to a close clearance, was caught between the iron fence and the moving engine. He received injuries requiring treatment at St. Francis Hospital. The boy, uninjured, rode away on the tricycle.

The locomotive at the time was moving at a considerable speed, and was not slowing down, as the engineman did not see the occurrence and had no knowledge that anything was wrong until his fireman shouted to him to put on the brakes. Mr. Tettermer's action, therefore, required extreme hazard to his own life.

Medal presented at the board meeting of February 25, 1942.

Ralph R. Thompson, 36

Terre Haute, Ind.

Date of Action: September 24, 1960

Carnegie Hero Fund Medal only.

Southwestern Division, Brakeman

Ralph R. Thompson saved Paul D. Hanna, Jr., from being killed by a train, Effingham, Illinois, September 24, 1960.

Paul, age 9, rode his bicycle onto a railroad crossing and stopped twelve feet back from a passing train. He remained astride his bicycle, which extended over the rail of another track, directly in the path of a second freight train approaching from the opposite direction at forty miles-per-hour. The engineer saw Paul when the locomotive was three-hundred-fifty feet from him and blew the whistle. Paul was watching the first train and heard neither the whistle nor the warning shouts from other persons nearby. Thompson, railroad brakeman, ran sixty feet to Paul over the rough macadam crossing on which there was scattered sand and

thence over loose gravel. The locomotive, still traveling at forty miles-per-hour was within thirty feet of them as Thompson, his foot against the rail, threw his arm across Paul's chest. Without stopping, he veered away from the rail, pulling Paul and the bicycle from the track. They barely cleared the train, which passed at undiminished speed.

Daniel G. van Denmark, 36

Columbus, Ohio

Date of Action: September 25, 1924

Columbus Division, Yard Conductor

On September 25, 1924, at 5:10 P/M., Conductor van Denmark rescued C. W. Eckles, a yard brakeman, who fell from the top of a freight car when a cut of cars bumped it.

A hump engine, of which Mr. van Denmark was Conductor, had shoved a cut of two cars over the hump. These two cars had slowed to such an extent that when the following box car, on which Brakeman Eckles was riding, bumped against them, Eckles was knocked off backwards. The first two cars separated a sufficient distance from the following car to allow Eckles to fall between them, landing with his hips across the north rail with the lower part of his body between the rails.

Mr. van Denmark saw the situation from where he was standing in front of the yard office some twenty feet away, and realizing Eckles' danger, without thought of his own safety, rushed to the point where Eckles was lying on the rail. As he ran through between the cars he caught Eckles' foot and pulled his body clear of the north rail and held it in that position until the cars passed that point. In order to reach Eckles, Conductor van Denmark crossed over the scales, which are covered with sheet iron, making it a very hazardous move on his part. Had Mr. van Denmark hesitated a few seconds to reflect on what should be done or to consider his own safety, in all probability he would not have reached Eckles in time to rescue him. Had he stumbled or slipped while performing this rescue, his own body, as well as that of Eckles, might have been run over.

Medal presented at the board meeting of December 22, 1926.

Frank Loraine van Tilbury, 59

Ft. Wayne, Ind.

Date of Action: March 6, 1923

Ft. Wayne Division, Station Agent at Coesse, Ind.

Mr. van Tilbury lost his life in attempting to rescue a man from the tracks on March 6, 1923.

Mr. van Tilbury, after crossing the tracks at Coesse, Ind., saw that he was being followed by an aged resident of that town. A passenger train was approaching and realizing that the man would be struck if he continued, Mr. van Tilbury re-crossed the tracks in an effort to remove the man to a point of safety. The time was too short, however, and both men were struck and killed.

Medal presented to his widow at the board meeting of May 28, 1924.

Anthony J. Vatalaro

Date of Action: 1957

The Pennsy employee magazine article only

Gray's Ferry District, Philadelphia, Brakeman

A Union tank car employee, Mr. Walter C. Long, was struck while crossing tracks in the yard. The tank car was obscured from his view by a yard engine which had stopped nearby. Mr. Long's legs became entangled in the brake rigging of the tank car, and he clung desperately to the rigging with his hands to keep from being thrown beneath the lead truck.

Mr. Vatalaro, working in a crew that was switching Union cars in the yard, saw and quickly analyzed the situation. He jumped onto the running board of the moving car and ran the length of it, about forty feet, and turned the hand brake wheel. The cars stopped within six inches of coupling.

The jolt of coupling would have knocked Mr. Long under the wheels. Because of Mr. Vatalaro's quick action, Mr. Long only suffered a dislocated right hip and multiple bruises.

Angelo Viola, 46

Mt. Union, Pa.

Date of Action: July 7, 1928

Middle Division, Track Walker

On July 7, 1928, Viola was engaged in tightening bolts on No. 3 track directly in front of the Mount Union passenger station, where he observed two small children of Mrs. Wassil Selemon, playing on the same track about a hundred feet away from him.

At the same time, train No. 26 whistled its approach on the curve about one mile to the west, and Viola realizing the danger called to the children to get off the track. The older child heeded the warning, but the younger one began to cry and move slowly across to No. 1 track, directly in the path of the oncoming passenger train.

Viola ran towards the child, leapt to No. 1 track where the child was standing, grasped her in his arms and then by another leap cleared the track with just four seconds before the train went by.

The engineman of train No. 26 stated that he saw Viola get off the track with the child under his arms, close to the train, probably four hundred feet ahead, and stated that he was making at the time sixty miles-an-hour, which is equivalent to about eighty-eight feet-per-second.

The parents were at the depot, awaiting the arrival of a train.

Medal presented at the board meeting of April 24, 1929.

William Henry Vonada, 59

Sunbury, Pa.

Date of Action: September 26, 1933

Carnegie Hero Fund Medal also

Williamsport Division, Crossing Watchman

On September 26, 1933, at 11:45 A.M., Crossing watchman William Vonada noticed Mr. Robert H. Campbell, 78, who is deaf and almost blind, walking across the tracks at Third and Market Streets, Sunbury, Pa., apparently unaware of the approach of a locomotive traveling at fifteen miles-per-hour. Mr. Vonada was standing on the north side of the tracks and, realizing Mr. Campbell's danger, ran eastwardly along the track, crossed the rails directly in front of the locomotive and pushed Mr. Campbell to a position of safety. Although the engineman applied the emergency brakes, the engine was only slowing down and did not stop until one-third of its length had passed the two men. Their clothing was brushed by the locomotive, but neither Mr. Campbell nor Mr. Vonada sustained any injury.

Medal presented at the board meeting of November 28, 1934.

Joseph Webb, 19

Ashland, N.J.

Date of Action: October 23, 1923

WJ & S RR Ashland, NJ, Atlantic Division,
Crossing Watchman

Mr. Webb prevented a woman from being run down by a train at a crossing at Ashland, October 20, 1923. He saw the woman crossing the tracks immediately after a local train had gone over the crossing. She apparently did not know a south-bound express train was rapidly approaching, and Mr. Webb called a warning to her. She was reading a letter and apparently did not hear the warning, and Mr. Webb then ran forward and pulled the woman off the tracks when the train was only a few feet away.

Medal presented at the board meeting of February 10, 1926.

William Webster, 45

Newport, Ky.

Date of Action: December 29, 1926

Cincinnati Division, Yard Conductor

About 4 P.M., on September 29, 1926, Webster was riding on the rear step of the rear car in a cut of passenger cars being moved down track No. 5 in the Cincinnati Passenger Yard, and noticed Nicholas Kowal, Yard Brakeman, walking in the same direction between Track No. 5 and the adjoining track, and when the cut of cars was a few feet from him, thinking they were approaching on the adjoining track, he stepped directly in front of the moving cars on track No. 5. Seeing that Kowal was in imminent danger of being struck, Webster took hold of the handhold on the car and swung his body around in front of the car, and with his left arm swept Kowal off the track and out of the way of the moving cars.

The cut of cars was moving at about ten miles-per-hour and if Kowal had resided in any way, or Webster's handhold had been broken in his attempt to push Kowal off the track, no doubt Kowal, or both he and Webster, would have been run over and seriously injured and probably killed.

Medal presented at the board meeting of December 28, 1927.

Fay E. Wheeler, 48

Elmira, N.Y.

Date of Action: April 16, 1937

Williamsport Division, Passenger Brakeman

On April 16, 1937, While passenger train No. 856 was standing in Canandaigua station in preparation for its evening departure, train No. 857, having concluded its run, was backing out of the station, at a speed of about eight miles-per-hour. When the rear of the train was about twenty feet west of Mt. Pleasant Street, which crosses the tracks at the station, Mr. Michael Welsh, of the Soldier's Home, Bath, N.Y., a pedestrian on the highway at the Mt. Pleasant Street crossing, disregarded the signals of the crossing watchman; not seeing or heeding the moving train.

Brakeman Wheeler, a member of the crew of the standing train, No. 856, was standing at the street crossing on the north side of the track. He called to the man to stop, but he did not stop, his actions indicating he was under the influence of liquor.

When the train was about fifteen feet from the crossing, moving about eight miles-per-hour, Wheeler, who was standing on the opposite side of the tracks, jumped across the track to hold the man on the opposite side, but by this time the pedestrian was very close to the south rail. The man lurched forward and Brakeman Wheeler, realizing he could not hold him back, quickly reversed his own direction and pulled the man across the track ahead of the approaching train. Both men fell clear of the rail, barely averting a serious accident, since Wheeler's foot was not more than twelve inches from the rail as the wheels of the first car went past.

Medal presented at the Board meeting of March 23, 1938.

William Sampson Young, 31

Wilmington, Del.

Date of Action: June 16, 1923

Maryland Division, Track Foreman

Mr. Young saved a man who had fallen in front of a moving train at Edge Moor, Del., on June 16, 1923.

With the leading car of a train not more than four feet away from a man who had fallen in an attempt to cross the tracks in front of a moving train, Mr. Young, at great personal risk, succeeded in getting the man to a place of safety.

Medal presented at the board meeting of May 28, 1924.

Stephen J. Younger, 49

Bristol, Pa.

Date of Action: February 10, 1939

Carnegie Hero Fund Medal for this action

One P.R.R. Heroic Service Medal for both actions

Philadelphia Terminal Division, Yard Brakeman

At 4:30 P.M. on February 10, 1939, while train No. NE-2 was being backed into the Frankford Junction Yard, Brakeman George H. Walker, 63, of Baltimore and a member of a crew, alighted from the south side of the cabin car, which was on the leading end of the train being backed in, and stood between the Eastbound track on which his train was moving and No. 1 Yard track.

A yard engine was pushing a draft of seven cars on No. 1 track to couple to three standing cars. However, when coupling was attempted the lock pin failed to drop, resulting in the three standing cars starting to drift backwards. This draft struck Brakeman Walker, knocking him down across the rail of No. 1 track, in the path of the cars which were moving at about two miles-per-hour. Mr. Younger, who was standing about eight feet away, heard his cry and observed Walker on the ground and across the rail with the cars drifting towards him. Younger attempted to pull Walker clear of the track, but lost his hold on account that the leather mittens he was wearing slipped, and seeing he did not have time again to pull him, Younger quickly thrust his hands under Walker's armpits, and tried to jerk Walker from the track. He was not able to do so, but with a renewed effort swung Walker's two feet inside the rail. The end of the gondola then struck Younger's chest, he turned quickly, fell to his hands and knees, and crawled on his hands and knees ahead of the gondola for seven or eight feet. He then crawled over the rail, clearing the wheel by two or three feet, and gave the signal to stop the train. The gondola and part of another car passed over Walker before the train stopped. Walker had a compound fracture of the right ankle and right hip from the initial fall, and also was injured by the brake rigging but recovered.

While the action of Mr. Younger did not entirely avoid the accident, nevertheless, had not Mr. Younger taken the action he did Mr. Walker would have undoubtedly been run over by the wheels of the cars and possibly fatally injured.

Stephen J. Younger, section action

Date of Action: February 24, 1939

Two weeks later, early in the afternoon of February 24, 1939, employees of this company in the Frankford Junction District observed two boys standing on the tracks of the Delaware River Railroad and Bridge Branch, over Frankford

Junction Yard, throwing stones at icicles hanging from water tubs at the right of the outward track. Shortly thereafter at about 4:30 P.M. a flash was observed, followed by an explosion, indicating something had come in contact with the wire of the catenary system, and smoke was observed coming from atop a box car, one of a drift standing beneath the bridge over Frankford Junction Yard carrying the approach to the Delaware River Bridge. Harry Wurst, age 14, trespasser, had apparently fallen from the bridge to the car and had come in contact with the live overhead wire.

Brakeman S. J. Younger, working as a dropper in the yard, had just completed a call at the telephone box on the north side of the westbound track at the Wheatsheaf Lane Overhead Bridge, about ten car lengths away from the point of the flash and explosion. Mr. Younger hurried to the car from which he had observed smoke rising and was advised by a car inspector at the car that a boy was on top of the car. He went to the top of the car, and in the reduced clearance between car and the wire, pulled the boy clear of possible contact with the overhead wire and tore the burning clothing from his body. With the aid of others arriving on the scene, the boy was removed from the car to the ground where he was placed on a stretcher and was removed to a hospital suffering from first, second and third degree burns of the lower part of the body, legs and right arm. While in a serious condition, he without doubt owes his life to the alertness and prompt action of Mr. Younger. Wurst would later die on July 26, 1939 in Northeast Hospital from his injuries.

The boy had apparently fallen from the overhead bridge to the car below, and in some way came in contact with the live trolley wire.

Medal presented at the board meeting of September 27, 1939.

Victor Marcus Ziegler, 28

Elizabeth, N.J.

Date of Action: September 22, 1924

New York Division, Signalman,

Hackensack Passenger Drawbridge, Jersey City, N.J.

While working on the Hackensack passenger drawbridge on September 22, 1924, at 3:30 P.M. Mr. Ziegler saw Tony Rocco and John Broderick, both age 12, struggling in the river. Mr. Ziegler removed his coat, climbed down the bridge as far as possible, and then jumped. Because the water was shallow at this point, he bogged down in the mud temporarily. After some difficulty he extricated himself and went after the boys. He finally seized one boy, who has become unconscious, while the other boy was able to cling to Mr. Ziegler. He finally reached the river bank with both boys.

Medal presented at the board meeting of February 10, 1926.

